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# SEAFARING

THE ORGAN OF THE SEAFARING CLASS,  
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.  
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## YARNS.

### CLX.

#### THE SKIPPER'S BRIDE.

A very charming creature indeed was the beautiful Miss Nellie Bounce, only daughter of Sir Mars Marmaduke Bounce, Baronet. In the village church you could see that the family was an old one in Mammonshire. The father of Sir Mars was Sir Grandiose Bounce, who, according to the inscription on his monument, was the son of a baronet, brother of a bishop, nephew of a judge, and cousin of a peer, "and of such is the kingdom of Heaven," said the inscription. Sir Mars, however, was poor for a titled man. His property was extensive, but deeply mortgaged to certain Hebrews, and, being always in pecuniary straits, he was quite pleased when a shipowner, reputed to be rich, took a neighbouring mansion, and a liking to Miss Nellie, who returned his affections, and very soon promised her hand, having already given her heart. This shipowner was Mr. Pompas Sneek, not by any means a bad-looking man, who had the most insinuating manner imaginable, especially with women, and a reputation not only for wealth but for piety. His piety was distinctly proved by his liberal subscriptions to various so-called religious and charitable objects. His wealth was held to be proved because of his luxurious style of living. At the time of our story he had just planned sending to sea a worthless vessel, after first insuring her for £30,000— which vessel he had arranged with the captain to lose. He was experienced in such matters, having had to do with the losing of more than one ship. He had originally been steward aboard a heavily insured steamer which was sent to sea to be lost, and having discovered the plot, made the plotters purchase his silence by a considerable bribe, which enabled him to start in the trade on his own account. In the art of getting round surveyors and inducing them to certify as seaworthy vessels which were quite the reverse, he had few rivals, and the loss of two ships with all hands, which he had sent to their doom, sat lightly upon what he called his conscience.

As he had been obliged to share the plunder with others, he was not so rich that he did not look forward to the getting of the £30,000 as of the highest importance—

more important than the lives of the ship's crew. He had arranged to be married to Miss Bounce shortly after the time when he calculated that he would draw that £30,000. Meanwhile the attentions of the Baronet's creditors became so pressing that Sir Mars decided to go abroad for a time and take his daughter with him. The village in which they resided was not far from Plymouth, and their decision was no sooner arrived at than they proceeded to carry it out. Sir Mars went into Plymouth to make inquiry. He thought it would be cheaper to sail direct from Plymouth than go up to London and there take their passages. At Plymouth he was introduced to a jovial-looking shipmaster whose vessel had just put in there, and who offered to take him and his daughter at an unusually low rate to Madeira. Miss Bounce had suggested to ask Mr. Sneek's opinion as to the best way of going, but Sir Mars did not care that Mr. Sneek should know just yet how short of cash they were, and so acted, as we have seen, for himself. Next day Sir Mars and daughter were aboard, and the ship sailed away, but not before the lady had written an affectionate letter to her lover informing him of their sudden departure.

This letter was taken ashore to be posted, carefully deposited in the pocket of a boatman, who forgot all about it for a couple of days, consequently it was not until three days after the ship had left Plymouth that Mr. Pompas Sneek received this communication from his betrothed. She did not mention the name of the steamer in which she and her father had taken passage, but she did mention the captain's name, and she partly described him, so that before Mr. Sneek had read half the letter he had made a startling discovery. Miss Bounce and her father had sailed in the very ship that he had sent to sea to be lost. For the first time in his life he felt something like remorse. To do him justice he would have stopped that vessel, but it was too late. He could only await events, and the result of his waiting was that he first heard of the safe arrival of the ship, and next that the captain, smitten by the charms of Miss Bounce, had repented of his murderous bargain and made a clean breast of the whole affair to her and her father. That captain, of course, became a marked man, and was boycotted by the shipowners, but he survived to tell the tale and marry Miss Bounce, who had scornfully repudiated her engagement to Mr. Sneek when she discovered his real character. Mr. Sneek's disappointment was not alleviated when he read that immediately after her repudiation of him she came into a fortune, and that the lucky captain turned out to be the long lost heir to a large sum.

## THE LABOUR WAR.

### LIES REFUTED.

#### IMPORTANT CONFERENCE

#### MANY UNIONS WITH US.

#### NEGOTIATIONS AT CARDIFF.

#### QUESTIONS IN PARLIAMENT.

#### GREAT LONDON MEETING.

As usual, the capitalistic newspapers have been publishing various lies regarding the great struggle which still goes on in London and Cardiff. For instance, Mr. Tom Mann, as president of the Federated Unions of Shipping and other Industries, writes to a Cardiff journal:—"Seeing a statement to the effect that the Dockers' Union has seceded from the Federation of Trades and Labour Unions, I wish to state this is quite untrue; we have not even contemplated seceding, but, on the contrary, are doing our best to extend its sphere of operations."

It is equally false that Mr. Clem Edwards has resigned the post of secretary to the Federation of Unions. The actual facts of the position in London it is probably deemed premature to publish at present, as we have not been supplied with them. But it may be stated that it is not true that the committee has been dissolved that has been engaged in conducting operations for the men. The committee are still sitting daily, and evidently engaged in very important business, which the public will hear more about presently. As we are going to press a meeting of the members of the London Branches of the Seamen's Union is being held at Poplar, to consider the situation.

Mr. Chamberlain, formerly President of the Board of Trade, in the House of Commons, on Thursday, March 5, asked the President of the Board of Trade if his attention had been called to the alleged illegal shipment of incompetent seamen as A.B.'s at the port of Cardiff, and if he was aware that the men, although incompetent and inexperienced, were signed on as A.B.'s in the presence of an official of the Board of Trade; and, if these statements were true, what steps he proposed to take with regard to the official who had allowed the Acts which he was appointed to administer to be infringed. Sir M. H. Beach said he was not in a position to give a categorical reply until he received the report of an inquiry which was now being made at Cardiff; but he must state that it had always been held by the Board of Trade that there was nothing in the Merchant Shipping Act conferring power on the superintendent to refuse to allow a man to sign as an A.B. without the production of a certificate or certificates mentioned in that section. This view of the section was borne out by the report of the Royal Commission, 1884. Mr. Chamberlain asked when the right hon. gentleman would be able to give an answer about crimping. Sir M. Hicks-Beach requested that the question should be repeated in the course of a week. More will, therefore, be heard of this matter. At Cardiff, as will be seen from our reports on another page, representatives of numerous important Unions support the seamen, and the local representatives of the Shipping Federation are said to be more amenable to reason.

## PROPOSED COMPROMISE.

The negotiations between the shipowners and the Federated Labour Unions having recommenced, Feb. 27, the following letter was addressed to Mr. Clem Edwards by

MR. FURNESS, M.P.

"DEAR SIR,—My object in writing to you is to endeavour to arrive at a basis by which the present dispute may be brought to an end, as I regard the present difficulty as demoralising and injurious to all having business in the port of London. I wish it to be understood that I am doing this in my individual capacity as a shipowner. You have already signified your readiness to withdraw your manifesto of Dec. 5, 1890. In fact, I think this has already been done. The Federation in their resolution last week asked you to give them an earnest of such withdrawal by your men expressing a readiness to return to work. I have, therefore, to suggest that in replying to that resolution, you state that you fully recognise the obligation which the Federation is under to their contract hands, and that until their contracts are finished you do not wish to interfere, but that you ask the Federation to replace the day hands by employing your men as heretofore. This done, would bring us to the points raised at the interview of Feb. 12 between the representatives of the various Unions. I would, therefore, suggest as a

## BASIS FOR NEGOTIATIONS:

(1) That the Shipping Federation will not give preference of employment to non-Union men; (2) That the shipowners, whilst reserving their right to sign on their crews either on shore or on board ship, revert to the practice previous to the strike; (3) That the Sailors and Firemen's Union shall not insist upon a monopoly of employment for the members of that Union; (4) That men who sign on to go to sea shall observe their contract under the Shipping Acts. Any other points which either side may wish to put forward can be negotiated upon. Should you on behalf of the Societies of the various Unions affected agree to the above, I would at once place my letter and your reply before the Federation executive with a view to a settlement being arrived at, which is my object at present in addressing you.—Yours faithfully (signed) CHRISTOPHER FURNESS." This letter was considered at a meeting of the Federated Unions, and the following reply was despatched:—"Christopher Furness, Esq., 5, Billiter-avenue, E.C.—Dear Sir,—I am in receipt of your letter of to-day, and gladly note your wish to bring the present dispute before my committee, who instruct me to write that they consider the proposals contained therein form

## A SATISFACTORY BASIS

for negotiations. They ask that the contract hands shall be placed on work until their contract expires, in which they will not as far as possible come in contact with the men now affected. This they ask so that no possible irritation may arise. They are, therefore, quite prepared to agree to your proposals, and ask you to kindly place this letter, together with your own, before the Shipping Federation, as it will be in accordance with their resolution of the 19th inst.—Yours faithfully (signed) C. EDWARDS."

Mr. Laws, the secretary of the Shipping Federation, writes:—"Feb. 27, 1891.—Referring to the correspondence between Mr. Furness, M.P., and Mr. Clem Edwards, which has appeared in newspapers this morning, I beg to say that four points in Mr. Furness's letter are substantially those which were submitted to the Shipping Federation by Mr. Clem Edwards himself in his letter of Feb. 13, and which has already been published. They were disposed of so far as the Federation is concerned by the following resolution of the Executive Council, passed on the 19th inst., and duly communicated to the Press:—"That this Council adheres to the public notice passed and issued on the 13th inst., and is surprised that the withdrawal of the Wade's Arms manifesto has not been followed by the resumption of work. Subject, however, to the 'block' on the boycotted lines and other ships in London being removed forthwith, and the men returning to work, this Council will be prepared, if desired, to meet the responsible representatives of the various labour Unions interested in ship work accompanied by actual workers interested."

The London Joint Labour Council have issued a manifesto in which they remove the block from all ships whose owners agree to the terms proposed by Mr. Furness, M.P., and accepted by Mr. Clem Edwards, who is acting on behalf of the stevedores; but at present Federation ships are being worked by non-Union men.

The Joint Committee of Labour Unions met on Saturday, in Gracechurch-street, to consider the position, and were sitting all day. At the close of the business the following

## MANIFESTO

was issued:—"Important notice to the members of the riverside Unions. Fellow members,—For some time past negotiations have been proceeding between the Shipping Federation and ourselves through Mr. C. Furness, M.P., with a view to the settlement of the present dispute. We have withheld the issuing of a public declaration of our attitude in the hope that these negotiations would have resulted in a satisfactory settlement before now. Seeing this has not yet been done, we feel it necessary to state that the following form the most important points of the basis for these negotiations. (Here follow the points laid down in Mr. Furness's letter of Feb. 27 quoted above.) These are now being considered by the Shipping Federation, and we have reason to believe that we shall be able to report a satisfactory result to you on Monday. In the meantime we ask you to maintain the discipline and loyalty to your Unions which has been so commendably displayed during the trying time through which we have been passing.—By order of the Joint Committee of Labour Unions. Feb. 28, 1891."

The Joint Committee of Trades and Labour Unions met on Monday, and considerable irritation was caused by the non-arrival of an answer from the Shipping Federation to the proposals put forward by Mr. Furness, M.P.

The matter was also considered at the weekly Executive meeting of the Dockers' Union last Monday night, at which Mr. Ben Tillet, who had come specially from Cardiff, was present. The feeling of the Executive was against any further extension of the strike. It was pointed out that such a course would throw upon the shoulders of the members of the Unions the whole responsibility of results which the Shipping Federation have been striving for. It would play into the hands of the militant section of that body, and would still further justify the existence of it. It would also alienate public sympathy, and place the

## FRIENDLY SHIPOWNERS.

in such a position that they would be compelled to make a common cause with the others against the Unions. It was also pointed out that in any general strike the brunt of the battle would fall upon the Dockers' Union, and there is already a surplus of unemployed labour which the Federation have at call, and which they are now keeping in idleness at a great cost. A passive policy would affect the Federation more injuriously at the present time, because it would indicate on the part of the men a willingness to come to a

## FAIR AND REASONABLE

settlement of all disputes, and call for the interposition of the more practical and moderate men among the shipowners, who would insist on conciliatory measures being adopted, and the strong hand of common sense would have every reason to insist upon conditions conducive to harmonious working relationships.

Mr. Laws, of the Shipping Federation, writes under Monday's date as follows:—"The Shipping Federation have had under their consideration the following letter: 'Federation of Trades and Labour Unions, 57, Gracechurch-street, E.C., March 2, 1891. G. A. Laws, Esq., Dear Sir,—Re London Dispute—My committee instruct me to write saying that representative men of the different Unions and classes of work affected by the present dispute will be at these offices during the day, and will be prepared to discuss matters with your committee, if agreeable to them.—Yours faithfully (signed) CLEM EDWARDS.'—With reference to this and to the misleading statement which appears in to-day's papers that the Shipping Federation has under consideration proposals submitted by certain labour associations and others, and again that negotiations are being carried on for settlement of the present trouble in the shipping trade, I am desired by the Thames District Committee to state emphatically that

## NO NEGOTIATIONS

are pending. The position is simply this—certain riverside Trades Unions are boycotting vessels until the owners agree to employ seamen and firemen of one particular Union only, and although the Wade's Arms manifesto of Dec. 5 has been nominally cancelled, the boycott continues, thus obliging the Federation to employ other labour. When the Unions withdraw from this position, the trouble will end of itself. It is important to add that men, Union or otherwise, who desire to go to work, will be employed so far as there are vacancies. They will, of course, have to accept work with those they find on board the vessels without reference to whether the other workmen belong to any particular Union or to no Union."

## LONDON SYMPATHY.

A mass meeting of London Trade Unionists was held last Sunday afternoon in Southwark Park. Over 30,000 people were present. The meeting was preceded by the usual processions, headed by bands and banners, which came from St. Pancras Arches (where the coal porters met), from Blackfriars, Deptford Broadway, Victoria Dock-road, Clerkenwell-green, Peckham-rye, and Millpond-bridge. Three platforms had been arranged for, but the number of those present was so large that a fourth was arranged. The chairmen were:—Platform No. 1, Mr. H. Tait, secretary of the Amalgamated Society of Scotch Railway Servants; No. 2, Mr. Tom McCarthy, Dockers' Union; No. 3, Mr. R. R. Fairbairn, president Amalgamated Society of Watermen and Lightermen; and No. 4, Mr. Campion Watson, General Railway Workers' Union. The following resolution was unanimously carried at all the platforms:—"That this mass meeting of London Trade Unionists emphatically condemns the unwarrantable and indefensible efforts of the Shipping Federation in its deliberate attempt to strike a deadly blow at the principles of Trade Unionism, and pledges itself to support morally and financially the men now on strike against this latest form of capitalist tyranny."—Mr. Henry Tait said he was pleased to have an opportunity of thanking the London Trade Unionists for the support they had given to the Scotch railway men during their late struggle. The men at Cardiff were fighting the battle of Trade Unionism all over the country. They did not wish to dictate to employers as to whom they should employ, but they claimed the right that employers should not compel them to work with those with whom they did not wish to work. (Cheers.)—Mr. J. H. Wilson, speaking at No. 2 Platform, said he had travelled all the way to London to lay before that meeting the true position of affairs at Cardiff. The Sailors' and Firemen's Union was being attacked with the utmost ferocity by the Federation, because it had stood between those who went to sea to earn a livelihood and the oppression of their employers. He had nothing to say against employers combining, what they claimed for themselves they conceded to others, but at the same time they meant to fight till the death before they would give up that right. He thought their leaders in London had been too ready to concede terms to the enemy. If they had taken his advice, they would have fought the matter out. He thought their watchword should be "Victory, and no surrender."—Mr. Tom McCarthy, speaking as chairman at No. 2 platform, said he would take the opportunity of thanking the members of the London Trade Unions who had stood by their leaders during the past few weeks. They had been exhausting every effort to obtain a settlement of the dispute, and they were not without hopes of bringing about an honourable settlement in London.—Mr. J. A. Paternoster said the question they had to face was that the Companies were getting any number of "blacklegs" from the agricultural districts and from the hills in Wales. Now moral support was all very well, and for that he thanked them; but if they were to win at Cardiff, they must have financial support as well.—Amongst other speakers were Messrs. Garrity, A.S.R.S., Maddison (*Railway Review*), H. Quelch, J. O'Connor, W. C. Steadman, J. Sullivan, Phillips (of the London Trades Council), and C. J. Smith.

At a meeting of the members of the Dock, Wharf, Riverside, and General Labourers' Union, held Feb. 27, at the Bermondsey Town-hall, the Rev. J. C. Carlile in the chair, Mr. Ben Tillet, in moving a resolution "That this mass meeting tenders its

## HEARTY SUPPORT

to the men now on strike in Cardiff and London in defence of the vital principle of Trade Unionism, viz., the right of combination among employees; and it further pledges its loyal support to the action of the Executive Council," said he had just come from the seat of war in order to lay before the London members the facts of the case concerning the dispute in Cardiff. The dispute ought never to have arisen. (Hear, hear.) For eight months they had exhausted every means to avert a struggle, but they were in a place which had only just sprung into existence, where fortunes had been rapidly made, and where the prosperity of these men had turned their heads. A large number of them were but a second generation of miners or labourers such as those present, but they had now got on the high horse, and had refused to come down. Of all places in this country South Wales with its merchants, its shippers, its colliery owners, and dividend hunters was best prepared to pay the highest wages in the kingdom. He believed this strike was to South Wales what the great dock



strike was to London. It was going to make a practical Union among the miners of South Wales, who have not a Union at present, but a mere thing on paper. (Cheers.) Mr. Tom McCarthy, in seconding the resolution, said that the outlook for the strike in London was better now than ever it was; and there was a good chance of settling matters by an honourable arrangement consistent with the dignity both of the men and the employers. He denied most emphatically the statement made in the press that men were begging to go back to work in the Albert Dock. The resolution was carried unanimously.

### FEDERATIONISTS SLAY AND RIOT.

The blacklegs employed by the Shipping Federation continue to cause frequent disturbances at the docks in London. On Feb. 27 one of these outbreaks, amounting to a riot, resulted in the killing of a stevedore, who was thrown into the water and drowned, while other Union men narrowly escaped with their lives from the lawless brutality of the ruffians imported by the shipowners to take the bread and liberty of honest men away. The police do not appear to have protected the Union men from the Federationists, who appear to be armed with revolvers, crowbars, and other deadly weapons, but the police are ever ready to protect the Federation men. The killing of the stevedore does not appear to have caused action on the part of the authorities, perhaps because he was a Union man, and no arrest has been made for it.

### WITH SCABS.

"To the Editor of SEAFARING.—Sir,—I happened to be in Lime-street Station and noticed the general waiting-room was full of men. Wondering what was the cause of such a crowd I went to see, but on going to enter the waiting room I was informed I was not allowed to go in; and was told that it was already too full with men engaged by the Shipping Federation to proceed by a special train to Cardiff. Whether it was want of hospitality on the part of the railway officials, or a feeling of kindness for me to keep me from such a contemptible crowd, I don't know; but on waiting to see those men leave the waiting-room, I was glad the officials did not allow me in, for a more dirty, disreputable lot of men I never beheld. I asked a boarding-master in charge of a portion of the men what they were, and he said they were scabs for Cardiff. These were led by persons acting under instructions from the Shipping Federation. These persons are also alleged to have been instructed to scour the lodging and boarding-houses, and, with the aid of others, succeeded in clearing Liverpool of some of her most disreputable inhabitants. I followed the persons I spoke to at first, and saw all the other Federation allies, both male and female, each heading their own lot of scabs and receiving tickets from a Federation man. I went to the booking-office and asked if I could get a ticket for that train, and was told no, it was a special. I then mixed with this crowd towards the train. A man says 'Here's your ticket.' I took the ticket offered and entered the train to see what a ride to Cardiff with scabs was like, and I can say I would not ride to Cardiff with the crowd again for a small amount. When seated in the carriages, persons came round and told the scabs that they would get refreshments at different stations on the road. The train started at 8 p.m., and at the stations on the road the scabs, who were told they would get refreshments off the Federation, were forced to ask for water 'for God sake,' but the only answer they received was porters trying the locks of the carriages, and several persons calling them scabs, and telling them to go to Hell for water—a place where I think it is scarce. In the carriage I was in the crowd who occupied it were composed of two men who came from the States, and were in hopes of getting a trip to the Mediterranean and to be able to go back to the States. They said they were going 'on the bum' as soon as they got there. These men never did anything but 'bum' until they took a notion to come to England in charge of cattle, and they found out that work did not agree with them. Of the other seven who occupied the carriage with me five of them 'think they can steer, but never tried!' They are to be shipped as sailors. One of the other two was a foreigner. He was a sailor, and the only one that could produce a discharge, and it was only for three months. The other man was a professional scab who never does anything but scab, I don't know what he is to be as he does not know. I was told by these men that

persons get the sum of two pounds each for them off the Federation, such sum not to be deducted from their pay. I may say that the time from Liverpool to Cardiff was principally passed in singing all kinds of profane songs, most of them unfit for any person to listen to, and the state they left the carriage in never will be forgot by those who have to clean them. The train arrived in Cardiff Docks, where we were met at the docks by about 50 policemen drawn up in such a manner as to form two lines reaching from the train to the steamer that received the scabs. The men had to walk between these lines like cattle down a bull run, getting shoved about by the police if they attempted to go out of the lines. When the scabs got on the steamer I took my departure and went to the Pelican Club and reported myself. I close, Mr. Editor, by thanking the Federation, not for a free ride to Cardiff, but for ridding my native city of the vilest of its inhabitants.—Yours truly, AN INTERESTED TRADE UNIONIST, Liverpool.

### THE POSITION AT CARDIFF LIVELY. MEN SCARCE.

Cardiff, Feb. 26.—This afternoon the monotony of the strike was relieved by a little fracas. A tall sailor and a local official of the Seamen's Union, accompanied one of the sailors discharged from a ship, went to identify the boarding-house where he had stayed, when six men rushed out of a boarding-house and the picket was severely handled, and the man, who said he identified the boarding-master, was seized and taken captive into the house. Shortly afterwards a body of 200 strikers marched down, and the prisoner was released.

Feb. 27.—There are eleven ships this morning lying under the tips ready and only requiring crews to go to sea. Captains are at their wits end to find crews and cannot do so. Yesterday the crew of the *Catling*, consisting of nine men, five sailors and four firemen, from Shields, determined to come out owing to the vessel being loaded by blacklegs. They are all Union men.

### FEDERATIONIST COERCION.

A Union crew last night were discharged by order of a shipowner through the refusal of the men to take the Federation ticket. Such action is distinctly contrary to the statement by the Federation that its members would not henceforth show preference to men holding the tickets. Mr. Laws, the secretary of the Shipping Federation, will be asked by a representative of the Federated Labour Union whether such action is endorsed by the Shipping Federation Executive. If so, it shows that the employers are using every endeavour to smash the men's Union in spite of repeated protests to the contrary. A careful examination of the work done within the docks reveals that this week the amount of coal shipped is less than last, only 50 tons being put aboard where 70 tons were shipped last week. This is partly due to the inability to move ships from the docks owing to scarcity of sailors and firemen, and partly to the refusal to work by some tippers said to have been promised 24s. to 40s. per week, but to have only received from 9s. to 14s. after the cost of their food and lodging in the barracks had been deducted. Hence some have joined the strikers' ranks, and if only one man refuses to work it breaks up the gang for the time being, and causes the tips to remain idle, though there does not seem to be any great difficulty in getting trimmers or casual labourers to work.

### A BALLOT.

Feb. 23.—The following circular has been prepared to issue on Sunday night after the mass meeting of railway men at the Cymmrodorion Hall:—"Sir and Brothers,—The Executive Committee at their meeting decided to take a ballot of all the men on the Taff Vale, Rhymney, Barry and Bute Railways, as to whether they will cease work by giving four days' notice to assist the men on strike here. Give your vote on attached form, sign your name and return it at once to your Branch secretary not later than Monday next, 2 p.m.—Yours faithfully, EDWARD HARFORD, General Secretary, Amalgamated Society of Railway Servants of England, Ireland, Scotland and Wales."

### WILLING TO NEGOTIATE.

Secretary Wilson has declared himself publicly to be perfectly willing to negotiate on the basis sug-

gested by Mr. Furness, M.P., and it is believed that the Federation will, at their Executive meeting on Tuesday, endorse the suggestion, and thus terminate the dispute in all ports if not in Cardiff. Here, unless some settlement be negotiated with regard to the tippers, the seamen and firemen are pledged not to return to work. Council's opinion is being taken as to the legality of the Federation, a limited liability company, acting as a Trades Union, and if illegal, the Sailors' Union will instigate proceedings against them in every port in the United Kingdom. Action is being taken against a man-ging shipowner, who is alleged to have commanded a crew on board one of his vessels to take the Federation ticket, and on their refusal he promptly discharged them at a day's notice. Strike pay has been given out this morning at the Colonial Hall, and a larger number of men than ever received their pay. A large demonstration was held this afternoon at which all the strike leaders were present, and to-morrow another will be held, which has been organised by the Cardiff Trades Council. A specimen of the sort of tactics being used against the strikers is the following, sent on postcards throughout the district:—Feb. 26, 1891.—I hear that the strikers will appeal to the places of worship for funds to carry on their idleness. Christians should not find money to support infidels, atheists, Roman Catholics, drunkards, and blackguard Socialists. Tell them to go to work and also learn the ten commandments, which appear to be forgotten. Money is required, as there are hundreds of men in Cardiff who are not Unionists, but who, unless supported by the Unions, would go to sea as blacklegs, and the leaders—Messrs. Mann and Wilson—hope that workers elsewhere will support the strike fund financially to the utmost of their ability.

### PENITENT BLACKLEGS.

March 2.—The prospects of a settlement are a little better. The deputy mayor this morning sent for Tom Mann, and had a long interview with him regarding the terms of a possible settlement. The grievances of seamen, tippers, engineers, and tramwaymen, were all discussed, and the terms thereof are eminently reasonable and likely to be adopted by employer and employed. Mr. Strachan, whose employees at the docks have been on strike eight weeks, sent for representatives of the men. He has been employing blacklegs, but has become tired of using incompetent men any longer, and is now anxious to make an agreement with Unionists. At noon to-day a request was taken to the seamen's office on behalf of 60 men aboard the blacklegs' home, the *Speedwell*, that they were anxious to come ashore. They have refused the Federation ticket which they were bidden to take before being allowed to sign articles of engagement. Another difficulty of the Federation is that many of the men on the *Speedwell* being novices, are afraid to proceed to sea, as captains finding them incompetent, as soon as possible put into a port and discharge them, therefore the Federation has a lot of men on hand whom it has to feed and lodge, and yet cannot use as sailors.

### PUBLIC SYMPATHY.

Twenty-three men from the *Speedwell* have refused to stay aboard and wait any longer before sailing. They declare the Federation has deceived them, but the fact is that captains will not engage the men who have not been to sea before. The railway men seem to think it would be a mistake for them to strike at once, and have resolved first to try conciliation, consequently this evening a deputation will wait upon Sir W. T. Lewis to urge him to reconsider his decision with regard to the keeping on of the tippers. Mr. Harford will accompany these railwaymen, and by the time of their return the ballot papers will be given in. The men at Barry and Penarth held meetings last night and unanimously agreed to strike as soon as requested by the Trade Unionists of Cardiff. The amount collected yesterday in boxes en route to the demonstration was over £37, all in coppers. Public sympathy is now very strongly in favour of the reasonableness of the men's demands, and approves generally the extension of the strike.

### CONFERENCE OF DELEGATES.

March 3.—The chief feature to-day was the assembling of the conference at the Grand Hotel, where delegates from a large number of Trade Unions in the Principality and Monmouthshire attended. Deputations, headed by Mr. Abraham, M.P., from the Miners' Association, and from the railway men, headed by Mr. Harford, general secretary, also attended. There were also present Mr. Tom Mann, of the Dockers' Union; Mr. J. H. Wilson, of the Seamen and Firemen's Union; Mr.

Fox, Bristol and West of England Labourers' Union; Mr. Gardiner, and others. Mr. Jenkins, chairman of the Cardiff Trades Council, presided. The proceedings were private, but

#### AN OFFICIAL REPORT

was afterwards given. At the outset Mr. Tom Mann was called upon to give an outline of the grievances under which the tippers laboured, and the remedies proposed; also the real cause as to why they came out on strike. Mr. Wilson was also called upon to give a similar statement with reference to the sailors' grievances, and then both points were discussed for a long time. Mr. Wilson now stated that the members of the National Seamen and Firemen's Union did not declare that they would not work with non-Union men. All they wanted was equality, and that

#### NO COERCION

should be used to make them join the Federation Society. He was prepared to enter into an understanding with the shipowners that if only they had an opportunity of satisfying themselves that the men they were called upon to associate with as shipmates are competent workmen, then they as a Union will look over the fact whether the men are Unionists or not, and their men once signing on, must proceed to sea. Mr. Abraham, M.P., made a statement to the effect that the miners were unanimous as regards being prepared to

#### BACK UP THE SAILORS'

and Firemen's Union in its refusal to be coerced by the Shipping Federation into taking the Federation ticket. The whole of their men were prepared to use every means to help the Sailors' and Firemen's Union or any other Union to fight the battle against coercion. But they were not prepared, and certainly would not help them if called upon to do so, to practise what he should call coercion on their part, namely, the men deliberately refusing to sail with non-Union men.

#### THE MINERS,

however, were thoroughly with them when they demanded to have competent men, and they would support the sailors financially and otherwise. Ultimately, on the motion of Mr. Mann, seconded by Mr. Wilson, the following resolution was unanimously adopted:—"That this meeting is of opinion that the issues between the Shipping Federation and the National Sailors' and Firemen's Union admit of an immediate settlement by negotiation. Inasmuch as we understand the Shipping Federation to contend that necessity for the Federation's existence is the fact that members of the Sailors' and Firemen's Union refuse to proceed to sea at the signing of articles, the Sailors' and Firemen's Union is prepared to give

#### A GUARANTEE

that if only a reasonable opportunity is afforded for the men to ascertain whether or not those with whom they are called upon to associate as shipmates are competent to discharge their duties, the Union would insist that every member of their Union who once signs articles to proceed to sea, shall properly perform his duties; and they will undertake to penalise such member should he refuse, in addition to such other penalties as he may be subjected to." A deputation was then appointed to wait upon the Shipping Federation to negotiate upon the above basis. Ultimately a deputation was appointed to interview the respective authorities connected with the Shipping Federation and the docks to endeavour to arrange a basis of settlement which will be accepted by all parties. Full powers were given to the deputation to bring about a settlement if possible.

The members of the deputation returned from the interview to the Grand Hotel for the purpose of laying the results of the effort at negotiation before their fellow Unionists.

#### APPROVAL OF THE STRIKERS' ATTITUDE.

On resuming in the afternoon, there were present 102 delegates. Mr. Thornhill, of Swansea, opened the proceedings. The subject before the meeting was whether or not they would approve of the behaviour of the men in connection with the recent labour difficulty.

The following resolution was moved:—

"That this conference endorses the action of the Unionists engaged in the present dispute in Cardiff, and hereby expresses its hearty sympathy with them, and condemns the Shipping Federation ticket as subversive of Trade Unionism."

This resolution gave rise to a prolonged discussion, in the course of which the causes which led to the present dispute were explained, and the various details and incidents of the contest reviewed at considerable length.

Eventually the resolution was carried unanimously.

#### REPORT OF THE DEPUTATION.

The conference then came to consider the report of the delegates who had waited upon the Shipping Federation. It was reported by one of the members of the deputation that the Shipping Federation told them that afternoon that they had control of affairs only over Cardiff, and even then only subject to the sanction of the Executive in London. Further, that if the deputation were prepared to give a guarantee that no more coercion would be used, and that members of the National Union would be allowed to sail with non-Union men or in those vessels carrying crews having Federation tickets, they would be disposed to consider the advisability of withdrawing the Federation ticket, seeing that it had been introduced in the first instance in consequence of the refusal of the Seamen's and Firemen's Union to sail with non-Union men. The whole of the arguments, *pro* and *con*, were gone into at the interview, and in the end the Federation committee gave the delegates to understand that if a satisfactory guarantee, such as the security of the general conference, they would recommend to the London Executive the withdrawal of the ticket. The report of the deputation was approved of, and the conference adjourned.

#### CONFERENCE APPROVES.

March 4.—Equal interest was manifested in the resumed conference this morning, and 110 delegates assembled at ten o'clock at the Grand Hotel, Mr. Councillor Jenkins took the chair. The minutes of yesterday's meeting were first read, the chief point in the minutes was that the conference endorsed the action of the Unions engaged in the present dispute. The first business was a consideration of the tramway employees' grievances, and a deputation was appointed to wait upon the directors with a view to a settlement. At 11.30 a deputation of nine men left the conference to wait upon Sir W. T. Lewis to discuss with him the grievances of the dockers, and to propose some basis of settlement of the present dispute. At this moment Mr. Fox, of the Boilermakers and Iron Shipbuilders, interrupted by handing to the chairman a cheque for £20 from his Society at Newcastle.

#### TOM MANN

then moved a resolution "That this conference is of opinion that the time has arrived to form a federation of the various organisations throughout South Wales and Monmouthshire, to prevent a too frequent recurrence of strikes, and to further Labour's interests generally." He was of opinion that forty-nine out of fifty ill-considered Labour battles would never be entered upon if all Unions involved were consulted before a dispute should be entered upon. Again, federation would prevent the terrible waste of money in disputes which should be spent in the work of organisation. Now seemed a good opportunity for immediate federation of the trade organisations both for the present crisis with shipping trades, and also to carry on the movement in the future.

#### SECRETARY WILSON

seconded the resolution, pointing out how necessary it was to consult allied trades before entering on a struggle if they were to be asked to render help to those Unions directly affected. He had always been in favour of Federations, and South Wales was an admirable area for an immediate start.

Mr. Fox, Bristol, as an old Trades Unionist, remarked that if the issues of the present strike had been submitted to a Federation of the shipping trades it would not have lasted a week, if entered upon at all.

Secretary Wilson asked Mr. Fox to withdraw a statement that the present struggle was almost hopeless, as he assured the conference that even if the struggle lasted another six months

#### VICTORY

must rest with the National Union.

Mr. Richards, secretary of the South Wales Miners, in supporting the resolution denied the statements attributed to the miners' delegates yesterday, that the strikers were beaten. It was 10 to 1 true.

Mr. G. H. Dunn, Newport, vice-president National Labourers, said the three thousand men he represented were ready to drop their tools to help those engaged in fighting labour's battle,

Mr. J. Gardner thought they had something to thank the Shipping Federation for in having caused the necessity of federation among all trades to be clearly recognised. He pointed out that the National Union had patiently borne the

#### TYRANNY

of the shipowners for four or five months, and the fight had been forced upon them; they had not undertaken the fight.

Ben Tillett also declared that federation meant not only an identity of interests and defence of trade interests, but a combination to organise and educate. The work must be done outside as well as within. Their eyes should be turned from Parliament and fixed upon the home. The economic question was the great one which should be constantly brought before the workers of this country. The resolution was carried.

A further resolution was moved by Tom Mann, and seconded by G. H. Dunn, that a provisional committee be appointed to call a conference upon April 30, of representatives of the various Unions in the proportion of one delegate to every three hundred or part thereof. The resolution was carried unanimously.

#### NEGOTIATIONS.

Mr. Wilson met the shipowners this morning, and after a long chat it was arranged to discuss the whole situation to-morrow at 11 o'clock.

After luncheon the conference first received the report of the deputation which waited upon Sir W. T. Lewis.

Mr. Harford (Amalgamated Society of Railway Servants) said that the deputation was most courteously received, but were informed that the tippers had no claim upon the Bute Docks Company, as it was generally admitted that the men had made a mistake in leaving work. No pledge could be given to re-engage the men on strike, but as vacancies occurred they should be filled, without any preference to Unionists or non-Unionists, nor would any questions be asked with regard to the present strike.

The following resolution was proposed by Mr. Harford, seconded by Mr. Onions, "That notwithstanding no distinct pledge could be obtained from Sir W. T. Lewis as to the re-engagement of the men lately in the employ of the Bute Docks Company, but having this assurance that employment is given as vacancies occur without reference or inquiry as to the men being members of Trade Unions, or having taken part in the present strike, this conference accepts that assurance in its broadest sense, and therefore recommends the termination of the present dispute, with assistance to be given the men while so unemployed, and calls upon other trade societies to render the necessary pecuniary assistance to those men."

The chairman refused to accept the resolution, as being inconsistent with the resolution passed yesterday that the Docks Company must reinstate the tippers on strike.

The general consensus of opinion was that Sir W. T. Lewis has not altered his position of no compromise in the slightest. Sir W. T. Lewis was stated to have said that the company no longer regarded the strikers as employees of the Bute Dock, and did not consider they had any claim upon him at all.

Mr. Jones, of Swansea, begged the conference to accept the resolution, as under the circumstances he could not assent to the calling out of 50,000 men to support a continued fight by the dockers.

Mr. Dunn suggested that the white feather was being shown to-day, and he hoped that, as decided yesterday, all trades would come out in support of the tippers.

#### NO SURRENDER.

Ben Tillett said the question at stake affected the honour and stability of Trades Unions generally. If they abandoned the tippers and allowed the blacklegs to continue in their present situations, what would be the trust of men in Trades Unionism henceforth? It was false that Sir W. T. Lewis had kept open the places of the men for a fortnight. Not even for five days did he. If the matter were closed, what would be the value of Trade Unionism in South Wales? Nothing. If you let Sir Lewis walk over the men now, you don't preach the funeral sermon of Trades Unionism eternally, but at least it will be a corpse for ten years. We are not dead yet, and Sir Lewis shall not bring about our demise. We are not in a position to give way. He is trying to slip out of his responsibility, but we ought to pin him all the tighter.

The chairman ruled the resolution out of order. Mr. Onions spoke in favour of surrender and in opposition to Tillett.

Mr. Orbell pointed out that no mistake had been made and the recommendation of the deputation practically meant that the Unionists were only to fight so long as Lewis ran away, and when he stopped to fight they were to run away.



Tom Mann said that unless the ground had shifted since yesterday there could be no ground for abandoning the position taken up then.

Other speakers followed, advocating a policy of fighting and no surrender.

Then a deputation was appointed to wait upon the Executive Councils of the following societies to request their members to tender their notices, Amalgamated Engineers, Marine Engineers, National Union of Engineers, Amalgamated Society of Railway Servants.

Mr. Harford said he had to take the opinion of the local railway men according to the instructions of his executive.

A vote was taken to ratify or revert the policy of no surrender. It was ratified by a vote of thirty-seven to one, the decision being carried amid loud cheering.

#### THE LOCAL MARINE BOARD.

At the conclusion of the business of the conference, Mr. J. H. Wilson said that the Local Marine Board had that afternoon held an inquiry into the circumstances attending the engaging of incompetent men as seamen on board a steamer. He stated that after a certain amount of evidence had been heard, the shipowners forming a portion of the Board, without waiting to hear the conclusion of the case, decided that the men were competent, and that they were satisfied there was no need for having an inquiry. He considered that this action on the part of the Board was a great injustice, and had resolved to lay the matter before Sir Edward Reed, M.P., to report to the Commons, and to move for a special commission to come down to Cardiff to inquire into the whole of the case. To add still more to the injustice of the case, two of the men, while waiting at the shipping offices to give evidence, were served with summonses charging them with refusing to perform their work on board. This had been done, he did not hesitate to say, in order to intimidate the men, and to try to drive them from Cardiff so that they could not give evidence. If the men had wilfully refused to do duty, why did not the captain bring the police on board and have them arrested? (Hear, hear.)

**ASSAULTING AN ENGINEER.**—At Stratford on Feb. 27, Edward Dunn, 20, was charged with assaulting Alexander Walker, second engineer of the steamer *Tainui*. It was stated that while the *Tainui* was at Wellington (N.Z.) prisoner and some other seamen of the ship were reduced and logged for being absent without leave. On Feb. 14, when the vessel was near Tenerife, the prisoner asked the prosecutor why he had been logged, and when told became very abusive. He struck Walker three successive blows on the head and face. When prosecutor was seen by the surgeon, he was put off duty for several days. Prisoner, when spoken to about the assault, became very disorderly, and as he "nearly caused a mutiny," he was put in irons, and brought home in custody to England. Prisoner now said he had complained of prosecutor's conduct to him, but without improvement, and he thought that if he was a man, and he (prisoner) struck him, they could have it out. Prosecutor, however, did not return the blow, and he did not hit him a second time. Since then he had been for 14 days in irons. Fined £3 and costs, or a month.

**LIFE-SAVING STATIONS.**—Consular advices from Denmark give an account of the various life-saving stations on the coast of North-West Jutland. During the years extending from 1851 to 1889 the number of strandings was 2,354, or an average of 62 per annum. Of these, 446 were Danish, 380 British, 373 Norwegian, 204 Swedish, 521 German, 220 Dutch, 84 Russian, 64 French, and 62 miscellaneous nationalities. The number of British crews was 3,994, of which 272 were lost, or 6.81 per cent. of the total lives lost. This is the highest of any one nation, and helps to bear out Mr. Plimsoll's statement that Britain loses more seamen per thousand than any other country. Out of 2,393 Danish crews 113 lives were lost, or 4.72 per cent. Norway lost 106 men out of 2,417; Germany, 219, out of 4,325; Sweden, 111, out of 1,863. The total number of crews was 18,567; lives saved, 17,574; and lives lost 993; thus the number of lives lost was 5.35 per cent. of the total number of the crews. During the eight years ended 1889 the number of lives lost was 161, against 315 during the previous ten years, and 352 during the ten years ended 1871. The decrease in the last eight years is attributed to improvements in the life-saving stations and apparatus, and also to increased facilities of communication owing to the laying down of new telephones, which now extend over a distance of 120 miles. There are now 47 salvage stations on the coast of Jutland, 41 inspectors, and 436 boatmen and attendants.

## MR. PLIMSOLL AT DEPTFORD.

Speaking at a recent meeting in favour of Mr. J. H. Wilson's candidature for Deptford Mr. Plimsoll, who was in the chair, said:—"He cordially agreed with the sentiments expressed in the letters which had been read to them concerning the qualifications of Mr. Wilson for the representation of Deptford. They wanted from 60 to 80 good working men in Parliament, and until they got them they should go on very slowly, if they made any progress at all, in measures that were calculated to better the condition of the working men. There were a good many kind-hearted men in Parliament who, in a division would vote on the right side, but not being of their own order they were

#### NEVER TO BE DEPENDED

upon to bring a question before the House. They might ballot for a chance, but they wanted men who were determined to get a chance ballot or no ballot, and who would take every opportunity of making their voices heard and letting it be known that they were there to represent the working classes. (Hear, hear.) When they got 60 or 80 working men members in the House, the labours of those who sought to benefit the working men would not be such uphill work as it had been in the past. He saw in Mr. Wilson a man of indomitable courage and untiring energy, and one who, whatever he took in hand, would never rest until he carried it to a satisfactory issue. (Applause.) For his own part he (the speaker) would rather have a man who occasionally made a mistake than one who was so afraid of making a mistake that he never did anything at all. (Hear, hear.)

#### WORKING MEN

in the colonies had their battle to fight just the same as they had in this country. There had been an inquiry held in Canada respecting the cattle trade, and he had been struck with the fact that whilst they talked of this ship being fit for this purpose and that ship being fit for that purpose, during the whole three days he sat there not a word was said by shipowners or insurance agents about the

#### POOR SAILORS

who had to work the ships. There was a committee sitting now on that subject. What the finding of that committee would be he could not tell. But if they did not abolish the loading of cattle on the top decks, they must give Parliament no rest until it did. It was a positive disgrace to have the 'tween decks and the main decks and the spar decks covered with cattle. There was no deck for the men to work the ships on, except the roofs of the cattle sheds, which were of so shaky a character that he knew of one case where a man fell through amongst the cattle and nearly lost his life. The condition of

#### THE TRADE WAS ABOMINABLE.

He took occasion while he was there to speak of the indifference manifested regarding the fate of the sailor. But if they could get Mr. Wilson and a few more men like him into the House of Commons, there would be no danger of their forgetting, for he would take good care to make them remember it. (Cheers.) They must rely upon themselves. They would get all the help they could from other members, but they must chiefly rely upon members of their own order. Get their own order

#### INTO PARLIAMENT,

and the rest would follow easily. In the meantime there was no harm in taking such help as they could get from those gentlemen who were willing to attend their meetings when they had nothing else in particular to do. Alluding to the statement made by a correspondent in the *Daily News* to the effect that only 29 out of the Radical "400" had voted for Mr. Wilson, he need only say that a larger number of those who attended that particular meeting had voted for Mr. Wilson than for anyone else, and if no more of the "400" thought it worth while to turn up, that was their fault and not Mr. Wilson's. (Hear, hear.) They had themselves alone to blame if they were dissatisfied with the result. He had no wish, however, to see

#### MR. WILSON'S CHANCES

jeopardised by any split in the party there. What he would recommend in such circumstances would be this. Another meeting should be called, and there should be something more like unanimity in the matter, and his chances would be greater than if he relied upon what was known in the House as a "snatch" vote. If they did not choose to do that, they could at all events say we asked you to

come to the meeting and say whether you approved or not. Only a part of you came and the majority of those who did come were in favour of Mr. Wilson's candidature. He (Mr. Plimsoll) would not like them to suppose Mr. Wilson's chances were limited to Deptford. Before the next election he would be

#### EAGERLY DESIRED

as a candidate by other constituencies. In conclusion, he said they might at all events say that if there were not 400 at the meeting at which Mr. Wilson had been adopted, there were at least that number there that night, and if at that large meeting of the electors of that neighbourhood they thought Mr. Wilson was a suitable candidate they could settle the matter once and for all. (Applause.)

## THE WHITECHAPEL MURDER.

#### SADLER RELEASED.

The coroner's inquest on the woman Coles, lately murdered in Whitechapel, having resulted in a verdict of wilful murder against some person or persons unknown, Sadler, the fireman who was charged with the crime, is practically acquitted, and has been released from prison. He has sent us the following letter for publication:—

To the Editor of "Seafaring."

SIR,—I beg to return thanks to you and all others who have so kindly helped me and rendered me such able assistance during my recent trouble in connection with the Whitechapel murder. I thank Mr. Wildgoose especially for his help, as I felt at one time I had not a friend in the world until he took my case in hand for me, and made it known through the columns of SEAFARING and other papers. I also wish to thank Messrs. Wilson and Wallis, the solicitors, who have rendered me such valuable help, and visited me when I was in prison.

JAMES THOMAS SADLER.

London, March 5, 1891.

At Bootle a Union dock labourer has been sentenced to two months' hard labour for an assault on a non-Unionist, which assault prisoner declared only amounted to a push. At the same Court on the same day a labourer received the same sentence for assaulting a man so severely that he had to be in hospital for eight days, the doctor describing his wounds as having been inflicted with great violence.

**BRITISH WRECKS IN FEBRUARY.**—The number and tonnage of British vessels respecting whose loss reports were received at the Board of Trade during the month of February, 1891, and the number of lives lost are as follows:—Sailing vessels, 55, aggregate tonnage 9,604, lives lost 43; steamers, 23, tonnage 14,281, lives lost 267—including 200 Chinese lost by the burning of the *Shanghai* (\*) in the River Yang-tze-Kiang, China, on Dec. 25, 1890, and 52 lives lost in the *Thanemore*—or a total of 78 vessels, tonnage 23,885, and a loss of 310 lives. This is a record of reports received in the month, and not of wrecks which occurred during the month. Many of the reports received in February relate to casualties which occurred in previous months. Casualties not resulting in total loss of vessels, and the lives lost by such casualties, are not included.

**OFFICERS' GRIEVANCES.**—A correspondent writes: The whole of the employes of the Peninsular and Oriental Company seem to have a legitimate grievance. A good many years ago now, when the company was in straits, principally through not taking into account that, as all its best ships were about the same age, they would all wear out and want replacing at about the same time, salaries were considerably cut down all round. Matters were explained by the company to its servants, and they acquiesced almost without a murmur. Now, however, that its circumstances have so improved that the shareholders are receiving handsome dividends—a £100 deferred share is now worth over £200, and even at that price pays the investor nearly 6½ per cent.—officers and men think that it is about time they participated in the general prosperity. As a matter of justice the older hands, at all events, are entitled to some consideration, but I am much afraid they will get none, for if any berth of any kind were vacant in the P. and O. service to-morrow there would be an abundance of eager candidates at present rates of pay. This shows the need for a strong Officers' Union.

## IN THE DOG WATCH.

An interesting specimen of seamen's food was exhibited at Dale-street Police Court the other day, a labourer, we read, having been charged there with stealing a piece of pork from a steamer then lying in dock, "the piece of pork in question, which had anything but an inviting appearance, was produced in Court, and Mr. Stewart, the stipendiary magistrate, after viewing it, said that probably the most filthy punishment that could be dealt out to the prisoner was to condemn him to eat the pork."

Of this we have no doubt. Such a punishment would have been severe, but, as a Liverpool correspondent asks, What of the seafaring men who have daily to live on such "food"?

This little exhibition of seamen's food will, we hope, open the eyes of Mr. Stewart and the Liverpool public, and help to show how necessary it is that seamen should be banded together in unity for the purpose of obtaining much needed improvement of their hard lot.

That shipowners can do no wrong, and that vessels are never undermanned, is the delusion that an exclusive study of shipowners' newspapers would produce. Yet at Liverpool, on Monday last, the result of the Board of Trade inquiry into the stranding of the *Clifton Grove*, s. of Bristol, was not merely that the master was convicted of negligent navigation and had his certificate suspended, but that the managing owner was held to be to blame for undermanning the vessel, which the Court found had only two competent men in each watch, while she should have had three.

"Even a small coasting steamer should have at least three competent men in each watch," the Court decided. Owners and masters, please note. Let us hope that all other Courts will allow at least this very moderate complement of hands.

A Liverpool shipowners' paper asserts that the National Company, owners of the ill-fated steamer *Erin*, which was lost with all hands, distributed £1,000 among the relatives of the men who were lost in her. Such an act on the part of shipowners is so rare that it is well worth noting, and the shipowners' organ may well make the most of it. But by so doing the rarity of the thing is all the more forcibly established—supposing, indeed, that the money was ever given.

Owners have, however, another chance of doing a good action. The loss of the *Thanemore* has deprived many women and children of their bread-winners, for whom a fund has been opened and may be subscribed to at any of the London Branches of the Seamen's Union. A benefit is to be held at the Paragon Theatre, London, on March 13, in aid of this excellent and commendable movement, which we trust will be a great success.

Following the good example of the Seamen's Union, the Liverpool Mercantile Marine Service Association has taken up the subject of ambulance classes, and we trust the result will be that many officers and

men, entirely ignorant of the most elementary acquaintance with the healing art, will learn what is best to do in the case of injury or sickness when there is no doctor at hand.

SEAFARING has often urged the necessity of masters and officers having some knowledge of that kind, and we are glad to see that even some of the most rabid of the shipowners' papers now agree with us so far.

But we go farther, and maintain that such knowledge should be compulsory, and certificates should not be issued by the Board of Trade till all candidates for the position of captain or officer have proved by examination that they possess that knowledge. In saying this we have reason to know that we express a very prevalent opinion among seafaring men generally. Many a seafaring man might be saved much needless suffering and danger if candidates for the post of master or mate were required to spend a little time in acquiring such useful knowledge.

The King of Greece has decorated Captain Wilkinson Cook with the Grand Cross of the Order of the Saviour for saving the crew of a Greek schooner in 1886, during a heavy gale, the actual rescue being performed by Mr. John Chevers, the chief mate, and four of the crew of the steamer *Cogent*, of which Captain Wilkinson Cook then had command. The King of Greece has done well to decorate the captain, but he would have done better to have rewarded also Mr. Chevers and the crew of the rescuing boat. He has done ill to ignore them. That he and so many others who give rewards should so generally ignore "the common sailors" who do the work, only shows that the seaman is hardly yet recognised as a human being.

If a navy, a ploughman, or any other working man happens to save even a single life at the risk of his own, the politicians and papers generally make such a fuss that he is handsomely paid. But it is seldom that a seafaring man, except he be a captain or an officer, gets even the petty reward of a month's pay, and still more seldom that his name is mentioned. But let him thrash one of his robbers, or fight after his liquor is drugged, and so get into a police court, his name is eagerly enough trumpeted forth. In other words, no credit is given him for his good actions, but his slightest indiscretion is visited by savage and vindictive punishment.

These, however, are but minor evils of the seaman's lot as compared with the starvation, slavery, robbery, privation and exposure which are his daily portion. The indictment to be formulated against this country for the treatment of her seamen is indeed so damning that it is no wonder the Czar of Russia, tyrant though he is, should regard it as a piece of impudent hypocrisy on the part of England to protest against his outrages. He is not fool enough to destroy the army on which he relies; while England is mad enough to slay, starve, and oppress the seamen on whom she depends.

Yet some people affect to wonder that the seamen should have combined, and that they should be so determined to protect their combination. The wonder is not that

seamen should combine to protect themselves, but that they do not combine to deprive of their protection a country that treats them so ill.

Mr. Victor Backe, secretary to the Scandinavian Department of the Seamen's Union, sends us the following translation of a communication which has appeared in the *Stockholm Dagblad*, and other Scandinavian papers:—

An English naval officer in a high position, Admiral Hornby, has, a short time ago, stated that there is a great need of able seamen in the English men-of-war as in the mercantile fleet. It is his opinion that at least 4,500 young men ought to be engaged every year as apprentices, under the obligation to serve three years in the Royal Navy, and after having served that time they might pass over to the mercantile fleet. They should, however, remain on the rolls in case of war. Admiral Hornby says that the best seamen in the English mercantile fleet are Scandinavians, and they are well trained. On the contrary, he says that the English sailors are ignorant (!) and are wanting in discipline. The *Daily News* had the other day a report of an interview with the president of the great Oriental Company, Sir Thomas Sutherland, concerning this matter, and here the ability of the Scandinavian seamen is emphasized. Sir Thomas said that it is his opinion that the lack of able seamen in England is in a great measure due to the circumstance that there are so few sailing vessels now-a-days. It is not possible to train men as able seamen in steamers. The superiority of the Scandinavians as seamen was because they can easily get their training on board sailing vessels. He did not believe that there is any danger or risk when the English mercantile fleet is partly manned by foreigners. The English owners, he said, have always taken their crews from among the foreigners, because they are more moderate and orderly than the English. This article has given general offence among all right-minded people in Scandinavia, because the whole world knows, and we too, that seamen of only very few nations are as able as the English. We Scandinavians are also perfectly aware that when we are saturated with Trade Unionism, Admiral Hornby and Sir Thomas Sutherland then will surely classify us below the English seamen, yes, perhaps lower than niggers and Chinamen. After all we doubt the competency of the Admiral and the director to pass such a sentence as the above, because one is only a naval officer, and Sir T. Sutherland is not a seaman at all. We had last summer something like this here in Denmark, when our capitalists—all of them leading patriots—imported Germans and others who were not Unionists, in order to grind our wages down to the lowest possible point. We also believe that the English capitalists and their friends have the same intentions. Yes, it has the look of that—they wish to use foreigners in the navy and army. Is the meaning this—that the English rulers are afraid of their own people; are they feeling that they are losing the reins? Luckily the tie of brotherhood is nearly reaching around the globe, in such a manner that no Government will succeed in getting a brother to murder his brother of a different nation. Oh, holy patriotism! But we do not swallow the bait, Admiral!

## BRITISH STEAMER FIRED ON.—Ottawa, Mar. 1.

—Advices from British Columbia state that Captain Scott, of the steamer *West Indian*, from Liverpool, relates that on the voyage he called at Coronel for coal, and that while in the port his vessel was fired upon by a Chilean warship. Captain Scott moved the *West Indian* out of the way, but was followed by the Chilean ship, which signalled to him to heave to. The captain took no notice, whereupon the warship *Esmeralda* pursued him and opened fire, which Captain Scott answered by running up the Union Jack to the masthead and then slackening speed. The *Esmeralda* then lowered a boat which ran alongside the British steamer. "Didn't you see that flag?" asked Captain Scott. "Oh, that is very good," replied the officer in charge; "but you have one of our enemies on board." This assertion Captain Scott denied, and invited the officer to search his vessel. The *West Indian* had on board a consignment of dynamite and gunpowder, which the Chileans wanted to seize. Captain Scott, however, declared that he would not give up his cargo without a fight, and the Chileans, seeing him to be in earnest, apologised for the detention, and allowed the vessel to proceed.—*Reuter*.



## CORRESPONDENCE.

Correspondents must write on one side of the paper only, and to secure early publication be as brief as possible.

## "AN APPEAL TO BRITISH SEAMEN."

To the Editor of "Seafaring."

MR. EDITOR.—No doubt you will be in possession of a pamphlet which has been issued by the Shipowners' Federation, headed "An Appeal to British Seamen," copied from the *Shipping and Mercantile Gazette*, which is all in favour of the shipowners. The writer in that article appeals to British seamen to join the Shipping Federation. Now if any of our British seamen have carefully read that appeal, they will see that the shipowners frankly confess that they are playing a game of hazard, and that they have a very big stake at the bottom of this Federation. The big stake that they are playing for is to smash up our National Union, and as soon as they think they have done that, the first thing will be the break down of wages. You will also notice that the Shipowners' Federation say that the years of 1888-89 were golden to them. Cargoes were plenty, ships scarce and freights high. But did they in these two years quoted, ever offer a penny more of wages to the sailors or firemen of Great Britain before the National Union came into existence. No. We were then receiving 21s. or 26s. a week, the highest rate being 26s. a week, or £35s. or £3 10s. per month. And, Mr. Editor, besides all this blow of the Shipowners' Federation, what inducement do they offer to join the Federation? Nothing that I can see by their manifesto, whereas the Sailors' and Firemen's Union offer strike pay, legal advice free of cost, shipwreck claims, a provision for old age, besides provision for accident. Does the Federation offer one inducement to join their ranks? No. All they want is to break up the Union, and after they have done that both sailors and firemen will become their abject slaves. After all, what are some of the Federationists composed of but boarding-house crimps, loose characters, paupers, and jail birds. What respectable characters for our so-called aristocratic shipowners of Great Britain to be connected with! Mr. Editor, I am a poor man, and a staunch member of our noble Union, but I would not demean myself as some of our so-called aristocratic shipowners do, to associate with above-named characters: and after all is said and done, I believe if everybody had their own that the so-called Shipowners' Federation would not have as much as would jingle on a tombstone.—I remain, dear Mr. Editor, yours in unity,

Feb. 24, 1891.

DAVY JONES.

## JUSTICE TO THE DEAD.

To the Editor of "Seafaring."

DEAR SIR.—Conscience will not allow me to pass unnoticed through your influential SEAFARING the great injustice done to one of our departed fellow Union members. And it's time such acts of cruelty should be made known. While at Calcutta in a City Line steamer one of our crew accidentally, and in sober senses, fell off the gangway and was drowned, although the quarter-master and his mate, being then on watch and close to the gangway, did all in their power to save life with buoy and grapplings. But the unfortunate man sunk to rise no more. Being 11.45 p.m. all hands were asleep. The captain, hearing the splash, came on deck, but only for a short time, not saying or doing much, then returned to his bunk without leaving any orders. Nevertheless, the quarter-masters, assisted by a steward, dragged for the body for over two hours afterwards, but of no avail. Our ship lay fourteen days after the occurrence in port, and all this time there was no effort of any kind made by our inhuman captain to recover the body. Of course we all know had it been an officer's life lost there would be more notice taken and everything done in respect. We ask why not respect and do the same for the poor man? Man's inhumanity to man is well illustrated here in this case. When the steamer was leaving the jetty for home the propeller brought the body up in view of all, then only twenty yards off the jetty. Still no order from this inhuman captain, who might have ordered the body by those on shore to be picked up and buried Christian-like, should his fellow shipmates pay for the burial which they would willingly do. And worse still when the ship came to anchor lower down the river awaiting tide, we were all surprised and horrified to see the body of the unfortunate man float by our ship, which was reported to our captain who took no notice same as it was a coolie or a dog. I ask, Sir, in this civilised time is this doing justice to our British dead in

foreign ports, or would such be tolerated at home? Such conduct should be punished by law, and that severely. These acts of brutality I hope will in future, if reported, be better looked after. A great many such instances occur on board ship, which would remain in complete darkness to the public were it not for the publication of your very valuable SEAFARING, and Union men are bound on oath to report such. On another occasion same would-be Christian captain in burying the dead at sea did not act according to justice, inasmuch as he launched a body overboard without stopping his ship, which I think should meet with a just punishment, namely, the loss of his certificate, or otherwise heavily fined. Such men in command of ships should be looked after and punished according to their inhuman acts, or otherwise cut off from civilised society.—Yours truly,

UNITY AND JUSTICE.

## TO BROTHER SEAMEN.

To the Editor of "Seafaring."

I beg to call your attention to the late meeting of the Chamber of Shipping, and give the substance of a letter which I have indited to the *Shipping Gazette*. They had a lengthy appeal in their paper a day or two ago, in which they speak much of love of fair play, so in common fairness they ought to allow a small place in their paper:—Having read with interest your appeal to the British sailor and his love of fair play, as also the account of the proceedings at the meeting of the Chamber of Shipping and its accompanying banquet to the Board of Trade officials, I beg leave, with your permission, to make a few remarks *en passant* these proceedings, writing from the point of view of one who has been a sea toiler for over thirty years. A number of these gentlemen who form the Union of the Chamber of Shipping, are in the habit of styling themselves shipowners, when they are simply managers of shareholders, spread over the United Kingdom. These directors take very little of a share in the property of a ship or steamer, just as much as get them the management, and these men form the very worst part of the Federation. They care nothing for the seamen, and know little about him, further than this, that he is a thing out of which money is to be made. Some of these directors have sprung up like mushrooms, from peddling in the streets to be wealthy men, and I claim for the sea-toilers, sailors, firemen, engineers, and officers, that they have been the factors in placing these selfish and greedy men in the position they hold; and now behold their gratitude! These men, haters of their poorer brethren who have toiled for them, never see storm or tempest, or wet their feet except in a luxurious bath, and never risk but very, very little of their own money in any venture. They have no sense of shame left, and appealing to them is useless. But there are still four families of real shipowners in the United Kingdom, and one of their representatives spoke up honestly and with no uncertain sound in favour of the sea-toilers, and their attempt to lift themselves to a higher position in the social scale of life. This noble-minded shipowner I believe is a member of the oft-derived Roman Catholic church; so, once again, we see that Church, through him, acting up to the spirit of Christ, as revealed in the New Testament. Another person, high up in the Presbyterian Church, comes down on him with a sledge-hammer's force of rhetoric for thus daring to be honest in his convictions. Another Protestant follows on, then another, and the good that might have been done to cheer and help their brother man is ruthlessly swept aside. I should very much like to know how men of the Church reconcile such action to the teachings of the New Testament. Their several speeches have been read by your numerous readers, therefore I will leave them to judge of these men. I will now close by asking any managing director how he can answer the following questions regarding only three of the many impositions a sea toiler is forced to put up with, there being seemingly no redress, as rich men seem to control the President of the Board of Trade and all his staff. Suppose the captain of a tramp steamer is allowed by his manager the sum of 1s. 6d. per man per day for victualling the vessel, and he only expends 10d. or 1s. per day per head, to whom does the difference belong? Again, if some captain buys in an Indian port, one cwt. of tobacco, at 9d. per pound, is he justified when at sea in charging his crew at the rate of 4s. per lb.? Again, if it is India, and the captain advances any of the crew a little of their already-earned money, the rupee at the time being 1s. 6d., is he justified in charging 1s. 10d., and to whom does the difference accrue? I hold that directors should be responsible for these vile extortions, which, with many others, the sea-toiler has to bear, for if he attempts to speak against it,

he well knows that he will get the sack at the first opportunity. Only last week I read in your paper a letter from one of the masters, asking you for your help so that he might be able to charge 2d. for a paper which was not his—I mean the allotment notes. All honour is due to Sir A. Rollitt for the noble speech he made in favour of the sea-toilers and their combination, and I earnestly hope he will yet reap a rich reward.

ARGUS.

## GRIEVANCES.

To the Editor of "Seafaring."

SIR,—It is sometimes a positive duty both to himself and others that Jack should ventilate his grievances. In Aug. last we (eight sailors) joined a certain steamer, the firemen being East Indians shipped in Calcutta. Now, the first cause of complaint is the close proximity to these latter in which we are compelled to live. I do not murmur at owners carrying such crews, but it is generally admitted that Europeans do not care to live so near them. In our case it may be said we all live together, being separated only by a thin wooden bulkhead, open at the top, through which the various odours so repulsively offensive to European nostrils find their way. I may mention that one of their number died two days out from Calcutta, and the body was left where he died until the next morning. Not very pleasant for us, especially as the cause of death was unknown. There are 12 of us and 16 of them all living together in lower fore-castle. Ships originally carrying crews entirely European now carry mixed crews without any alterations in the accommodation, and thus they are all thrown together. This is far from right, and on the score of health ought not to be allowed. Just fancy the *Lascars* being berthed with the officers. What a consumption of *eau de Cologne* it would entail. I think on this point your powerful pen might with advantage be used on Jack's behalf. I suppose I shall be told that I have no right to complain of the food if the Act of Parliament scale is served out, but I believe there are few who will maintain that that antiquated bill of fare is anything like sufficient, either in quantity or variety, and it must be admitted is rarely adhered to. What we complain of most is the arbitrary manner in which the master adopted it. Until our arrival in Calcutta we never complained, although living considerably below the usual run of steamers, but on getting into that port, we were virtually deprived of our beef and pork. In lieu thereof we were served with what was dignified with the name of "fresh beef," but it was beef no one could eat. We have had it cooked and re-cooked, but no process could render it capable of mastication. God knows, good beef and mutton were cheap enough. We never could, in the public markets, find such as we had exposed for sale (and we made it our business to inquire) and even the natives would turn up their noses at it. Well, we bore this, and be it remembered we had no potatoes, expecting better things when we got to sea. We were, however, disappointed, and finally we complained. With what result? Virtuous indignation of the master, and peremptory orders to the steward to put us on our bare allowance forthwith, and on it we have been ever since. These are the facts, and as members of the Union we think they should be made public for the benefit of other Unionists. It may be mentioned that at the shipping office in Cardiff the master stated his preference for non-Unionists. Apologising for troubling you at such length, and thanking you in anticipation, I am, Sir, yours obediently,

ONE OF THE EIGHT.

AN inquest was held at Liverpool on Saturday on the body of Thomas Green, aged 27, a dock labourer. On Friday morning the deceased, who was acting as foreman over a gang of men discharging the cargo of the steamer *Jane Bacon*, lying in the Trafalgar Dock, jumped from a stage, which was about to be moved on to a platform on which a crane was placed, and, losing his balance, fell into the hold, and was killed instantaneously. Verdict, accidental death.

STRANDING OF THE "ARAB" (S).—The resident magistrate of Cape Town has held a Court of Inquiry into the accident to the Union Company's steamer *Arab*, on Jan. 16 last. His Worship gave judgment that Captain Tyson appears to have taken all precautions for safe navigation, but from the state of the atmosphere, the last time the land was sighted the distance appears to have been over-estimated, an error of judgment for which he cannot be blamed. The captain's opinion that he struck on a rock that is not marked on the chart is a matter which it is impossible to decide; but there was no evidence to show that the captain, by negligence or reckless navigation, directly caused the accident.

# SEAFARING MEN SHOULD JOIN WITHOUT DELAY, AS SHIPOWNERS ARE TRYING TO CRUSH THE SAILORS' AND FIREMEN'S UNION

Great Britain, Ireland & other Nations.

Telegraphic Address: "AGITATORS, LONDON."

PRESIDENT:

**SAMUEL PLIMSOLL, Esq.**

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- To provide for the safety of Ship's Work;
- To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;
- To provide assistance in case of Illness, Accident, and Shipwreck; and
- To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

- AARHUS.**—Norregade No. 21.
- ABERDEEN.**—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.
- AMBLE.**—G. H. Guthrie, 27, Broomhall-street, via Acklington.
- AMSTERDAM.**—H. Wienhuizen, Waterloo Plain, secretary.
- ANTWERP.**—
- ARBROATH.**—J. Wood, 17, Ferry-street, Montrose.
- ARBOSSAN.**—W. Galbraith, 59, Glasgow-street.
- ARKLOW.**—P. Bolger, Main-street.
- BARROW-IN-FURNESS.**—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.
- BARRY DOCK.**—J. Harrison, 34, Sydenham-st., near Shipping Office, Barry Dock, sec.; J. H. Jones, Esq., St. Mary-st., Cardiff, solicitor; Dr. Gore, medical officer, Barry-rd., near Mitchell Hotel, Cadroxton; H. J. Morris, 7, Station-road, Barry Dock, delegate. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.
- BELFAST.**—R. Price, 41, Queen-square.
- BIRKENHEAD.**—D. J. Kenny, 12, Taylor-st., sec.; J. Kerr outside delegate; W. A. Tetlow, Esq., solicitor. Meeting, every Wednesday at 7.30.
- BLYTH.**—James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.
- BO'NESS.**—F. F. Gant, Pierhead. Office hours, 9 a.m. to 5 p.m.
- BOSTON.**—Mr. Symonds, Castle Tavern Church-street, agent; W. Bennett, 14, South-street, King's Lynn, secretary.
- BREMENHAVEN.**—F. Fintchens, Buergermeister, Sinit Strasse, secretary.
- BRISTOL.**—T. J. Dancy, 41, Prince-street, Queen's-square, sec.; Dr. Walker, 115, New Cut, medical officer; Captain Langdon, 69, Queen-square, treasurer; O. Jarman, delegate. Meetings every Monday, 7.30, at The Ship, Redcliff Hill.
- BURNTISLAND.**—Jas. Moody, 12, Somerville-st., sec.; Alexander Mackintosh, Esq., 41, High-st., law agent. Meeting, Monday at 7 p.m.
- CARDIFF.**—John Gardner, Sailors' Union Institute, West Bute-street, secretary Dr. De Vere Hunt, Westbourne-crescent, medical officer; J. H. Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.
- COPENHAGEN.**—Branch office, Ostergade 32 Thalia. Meeting, Wednesday, 7 p.m.
- CORK.**—Michael Austin, 6, Patrick-street.
- DOVER.**—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay.
- DROGHEDA.**—Thos. McKevitt, Quay-st., Dundalk, sec. Agent in Drogheda, T. Fitzgerald, 6, North Quay, Drogheda. Meeting, Friday, 7.30 p.m.
- DUBLIN.**—M. Bolger, 50, Seville-place, sec. Meeting, Friday, 7.30 p.m. Gerald Byrne, Esq., 29, Lower Ormond Quay, solicitor.
- DUMBARTON.**—J. McNee, Kirk-street, agent.
- DUNDALK.**—Thos. McKevitt, Quay-street, secretary. Meeting, Tuesday and Thursday.
- DUNDEE.**—C. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs. Cowan & Duxbar, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.
- DUNDEEVAN.**—P. Power, 5, St. Mary-street.
- FLEETWOOD.**—J. Davidson, S. & F. Union, corner of Dock and Albert-streets, sec.; F. Addie, Esq., solicitor. Meeting, Wednesday, 7 p.m.

- GLASGOW.**—J. D. Boyd, 13, James Watt-street, secretary; R. A. Rennie, Esq., 146, West Regent-street, law agent. Meeting, Thursday 7.30, at 102, Maxwell-street. Telephone 3184.
- GOOLE.**—W. R. Chappell, 24, Booth Ferry-rd., Goole, sec.; R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Tues. and Fri., 7.30.
- GOTHENBURG.**—C. S. Neilson, Bangatan 21, 6:te uppgängen, 3:die Vänningen, Majorna.
- GRANGEMOUTH.**—Edwin Cowie, 6, South Charlotte-st., sec. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-st., solicitor. Meeting, Monday, 7 p.m.
- GRAVESEND.**—John Degnin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.
- GRAYS.**—Wm. Wall 18, Charles-street. Meeting every Tuesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.
- GREAT GRIMSBY.**—Wm. Young, Unity House, 1, Kent-st., secretary; Geo. Ide, outside delegate; R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.
- GREAT YARMOUTH.**—Charles Albrough, Pier Plain, Gorleston. Meetings at 7, Friars-lane, every alternate Monday evening, and at 121, High-st., Gorleston, every alternate Monday.
- GREENOCK.**—G. McNaught, 16, East India Breast.
- HAMBURG.**—H. Gehr, Hafenstrasse 79, secretary; C. Stoemer, outside delegate.
- HARWICH.**—George Stewart, sec., Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.
- HULL.**—J. Hill, Unity Hall, and 11, Posterngate, sec.; T. Carr and A. Clark, outside delegates; R. W. E. Whitehead, Esq., Bowalley-lane, solicitor; Rev. W. R. Welch, hon. chaplain. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall. Office, 11, Posterngate. Fishermen's Section, 65, West Dock-avenue; J. Lee, secretary. Meeting, Monday, 2.30 p.m.
- KING'S LYNN.**—Wm. Bennett, Seamen's Union Offices, St. Ann-street, secretary. Meeting Monday evening, 8 p.m., at Royal Standard, County Court-road.
- LEITH.**—Robert Smith, Seamen's Union Offices, 15, Commercial-street (opposite Shipping Office), secretary; W. J. Haig Scott, Esq., S.S.O., Constitution-street, Leith, solicitor; Gilbert Archer, Esq., J.P., treasurer; Mr. James Brown, outside delegate. Meeting Tuesday, at 7.30 p.m., Lifeboat Hall, Blackburn-buildings, Tolbooth Wynd, Leith. Telephone No. 355.
- LIMERICK.**—W. McMillian, sec., 24, Windmill-st.
- LIVERPOOL (Branch No. 1).**—S. G. Brown, Malakoff Hall, Cleveland-square, sec.; George Garrett and W. H. Noble, outside delegates; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, in Malakoff Hall.
- LIVERPOOL (Branch No. 2).**—T. Connarty, 133, Derby-rd., Bootle, sec.; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor.
- LIVERPOOL (Branch No. 3).**—J. Conway, 19, Stanhope-street, South Docks.
- LIVERPOOL (Branch No. 4).**—P. Marmion, secretary, 12, Boundary-street, North End, close to Shipping Office. Meeting, Wednesday, 7.30.
- LIVERPOOL (Tug and Ferryboat Branch).**—Meeting Malakoff Hall, Cleveland-sq., Wednesday evening, 6.30. Delegate, J. Roscoe.
- LONDON (Rotherhithe and Deptford Branch).**—C. Wykes, 2, Chichester Villas, Lower-road, Deptford, secretary. Meeting, Monday, 7.30 p.m., at Chichester Tavern. R. Mathews, outside delegate. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.
- LONDON (Tidal Basin).**—F. Fowler, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.
- LONDON (Tower Hill).**—J. Wildgoose, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting, Thursday evening, in the office, at 8. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor. Telephone, 11,167.
- LONDON (Green's Home Branch).**—A. Mercer, 5, Jeremiah-street, East India-road, E. secretary; Dr. Hope, medical officer; T. Watson Brown, Esq., B.A. LL.B., 20, East India-road, solicitor. Meeting, Thursday evening, 8 p.m., at Wade's Arms, Poplar. Telephone No. 5213.
- LONDON (Tug-Boat Branch).**—G. Donaldson, 10, Cold Harbour, Blackwall, secretary. Office hours, 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.
- LONDONDERBY.**—A. O'Hea, 27, William-street.
- LOWESTOFT.**—J. Linder, assistant sec., 4, St. George's-terrace, Lorne Park-road, South Lowestoft.
- MALMO.**—Axel Danielson, Norregation No. 3b.
- MARYPORT.**—J. Smith Elliott-yard, Senhouse-street, secretary. Meeting Monday, 7 p.m.

**METHIL.**—Wm. Walker, Commercial-street.

**MIDDLESBRO.**—George Cathey, Robinson's Market Hotel, Market-place, secretary; Dr. Ellerton, 38, Gosford-street, medical officer; J. J. Bentham, Esq., 68, John-st., Sunderland, solicitor; William Jackson, outside delegate. Meeting, Monday, 7 p.m., at Market Hotel; committee, Thursday, at 7 p.m. Telephone No. 5127.

**MONTROSE.**—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.

**NEWCASTLE-ON-TYNE.**—John Mansell, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Elliason-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.

**NEWPORT (Mon.).**—F. Gilman, 31, Ruperra-street, secretary; Dr. Pratt, Ruperra-street, medical officer; Digby Powell, Esq., Dock-street, solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday evening, 7.30, at Tradesmen's Hall, Hill-street.

**NEWRY.**—D. Lennon, agent, Dublin-road. T. McKevitt, Quay-street, Dundalk, secretary. Meeting, Wednesday, 2 p.m.

**PETERHEAD.**—T. D. Rennie, 66, Queen-street, sec. Office hours, 8 a.m. to 8 p.m. Wednesdays 8 a.m. to 2 p.m. Saturdays urgent business only. Meeting, 50, Broad-st., first Tuesday in month at 8.

**PENARTH.**—J. Harrison, 34, Sydenham-street, near Shipping Office, Barry Dock, secretary; E. G. Amble, 26, Clive-crescent, Cogan, Penarth, delegate; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. De Vere Hunt, medical officer, attends daily at the Union Offices, Cardiff, at noon, for Penarth members. Meeting, Thursday, 7.30 p.m., at Barry Hotel, Barry, opposite Barry Railway Station.

**PLYMOUTH.**—D. J. Evans, N. S. & F. U. Office Forester's Hall, Nott-st., sec.; F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meetings, Tuesday evening, 7 p.m., at the office.

**PORT GLASGOW.**—G. McNaught, 16, East India Breast, Greenock.

**PORTSMOUTH.**—W. Thorburn, 38, St. John's-road, Threatham.

**ROTTERDAM (Holland).**—J. R. de Vries, secretary. Office, Wester Kade, No. 2, near Sailors' Home and Shipping Office.

**RUNCORN.**—T. H. Thompson, Waterloo Hotel, Top Locks, agent.

**SCANDINAVIAN DEPARTMENT.**—Victor Backe, sec. Office, 10, Classensgade, Copenhagen.

**SEAHAM HARBOUR.**—Richard Raine, Duke of Wellington Hotel, Railway-street, South.

**SHIELDS (South).**—D. Clement, Seamen's National Union Hall, Coronation-st., sec.; M. Logan, assistant sec.; Dr. Robson, medical officer, 1, Regent-st.; solicitor, R. Jacks, Esq., 72, King-st. Meeting, Monday at 7 p.m.; committee Friday, at 7 p.m. Sub-Branch—J. Longin, river secretary Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.

**SHIELDS (North).**—George Cowie, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks Esq., solicitor. Meeting, Monday, 6.30 p.m.

**SOUTHAMPTON.**—T. Chivers, Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.

**STOCKTON-ON-TEES.**—E. Page, sec.; John Hodgson, Palatine Hotel, treasurer. Meeting, Monday evening, at 7 p.m., in the Palatine Hotel.

**SUNDERLAND.**—W. Lonsdale, sec., Prospect-row, near Shipping Office. J. Henderson, outside delegate. Meeting, Monday, 7 p.m. Dr. Wood, 32, Frederick-street, and Dr. Burns, Holy-terrace, medical officers; J. J. Bentham, Esq., 68, John-street, solicitor. Telephone, 443.

**SWANSEA.**—R. Thomas, Colosseum Hotel, Wind-st.

**WALLSEND.**—Septimus Johnson, 17, Third-street, Palmer's Buildings.

**WATERFORD.**—J. Ayton, 82, Quay.

**WEST HARTLEPOOL.**—J. Leahy, Russell's Buildings. Meeting, Friday, at 7 p.m., at office.

**WEXFORD.**—P. O. Dwyer, Main-street.

**WICKLOW.**—Thomas Gregory, Main-street.

**WHITBY.**—Paul Stamp, agent, Fleece Inn.

**WHITSTABLE.**—J. Donovan, Harbour-street, secretary; J. Tookey, Faversham, agent.

**WHITEHAVEN.** } John Smith, Maryport.

**WORKINGTON.** }  
**YOUGHAL.**—J. Collins, Braun-street.



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**MASTERS & CO.,**  
 39 & 40, HIGH STREET, NEWPORT.

**NORTH OF ENGLAND SAILORS' &**  
**FIREMEN'S ASSOCIATION.**

HEAD OFFICE:  
 Central Coffee Tavern, High Street West,  
 SUNDERLAND.

General Secretary, H. FRIEND.

**BRANCHES.**  
 SOUTH SHIELDS, 6, Commercial-road, Mill Dam;  
 E. Cathery, Branch Secretary.  
 TYNE DOCK, 26, Redhead's-buildings.  
 NORTH SHIELDS, 27, Duke-street; J. R. G. King,  
 Branch Secretary; A. Rutherford, District Sec.  
 Members of the above Association can  
 pay their contributions at any of the above  
 Offices, or at any Branch of the Amalgamated  
 Sailors' and Firemen's Union of Great Britain,  
 Ireland, and other Nations.  
 By Order,  
 H. FRIEND, General Secretary.

**SHIPMASTERS AND OFFICERS**  
 WHO WISH TO  
**PROTECT THEIR INTERESTS,**  
 OR  
**OBTAIN FAIR WAGES,**  
 SHOULD AT ONCE JOIN THE  
**UNION OF SHIPMASTERS**  
**AND OFFICERS**  
**OF GREAT BRITAIN AND IRELAND.**

Registered No. 552.  
 Head Office: 33, MARKET PLACE, SOUTH SHIELDS.  
 Members can be enrolled and Cards and  
 Rules Returned  
 By forwarding entrance fee, 10s. 6d., and 6d. for card  
 and rules of membership, by postal order to  
**CAPT. HENRY S. BARRETT, Chief Sec.**  
 Agent in London, J. F. NASH, Master Mariner,  
 77, Liverpool-rd., Barking-rd., Canning Town.

**NOTICE TO MEMBERS.**  
 All members of the above are hereby informed  
 that the late Secretary, Geo. T. Luccock, has  
 nothing whatever to do with the Union. All  
 communications to be addressed to the under-  
 signed,  
 HENRY S. BARRETT, Secretary.

**SAILORS' AND FIREMEN'S UNION**  
**NOTICES.**

**LEVIES.**

**TO BRANCH SECRETARIES.**

The following Branches have unanimously re-  
 solved to make a levy of 10s. upon each member  
 for a special fund for strike purposes, whereby  
 each member who so contributes will be entitled  
 to 8s. per week in addition to the strike pay  
 sanctioned by the rules. Branch secretaries are  
 therefore requested to at once collect the levy from  
 all members of Branches which have passed the  
 resolution in favour of the same:—

Aberdeen	London, all Branches
Arbroath	Londonderry
Barry	Middlesbro'
Birkenhead	Montrose
Blyth	Newcastle-on-Tyne
Bootle	Newport
Bristol	Newry
Cardiff	Peterhead
Deptford & Rotherhithe	Plymouth
Drogheda	Seaham Harbour
Dublin	Shields (North)
Dundalk	Shields (South)
Dundee	Stockton
Goole	Sunderland
Grangemouth	Swansea
Green's Home	Tidal Basin
Grimsby	Tower Hill
Hull	West Hartlepool
King's Lynn	Whitby
Liverpool	

Levies from non-local members should be  
 specially marked on the non-local receipts, and  
 remitted each week with non-local moneys. Levies  
 collected from local members should also be re-  
 mitted to Head Office each week, and entered on  
 the income and expenditure sides of weekly  
 returns.

Any Branch which may not already have decided  
 upon the levy, can do so by passing a resolution in  
 favour of the same, and forwarding it to me, where-  
 upon the names of such Branches will be inserted  
 in the above list.—By Order, J. H. WILSON, General  
 Secretary.

All the London Branches have unani-  
 mously adopted the Levy, also the 6d.  
 per week contribution.

**TO SECRETARIES AND DELEGATES.**

The following is a list of vessels which have  
 shipped Federation or blackleg crews: s.s. *Bernicia*,  
 s.s. *Newminster*, s.s. *Beeswing*, and s.s. *Clifton*, of  
 Hull, and colliers *Zadne*, *Endeavour*, *Irthington*,  
*Andalusia*, *Corfew*, *Manitoba*. All members are re-  
 quested to give them a wide berth until the owners  
 concede our demands.—By Order of the Executive  
 Council.

**BRANCH SECRETARIES**

Are requested to send to SEAFARING the names of  
 all vessels in which "Free Labour" crews are  
 engaged, in order that Union men may beware of  
 them.—By Order, J. H. WILSON, General Secretary.

**BOOTLE BRANCH.**

The mother of P. Doyle, 1,638, Bootle Branch,  
 will be glad to hear any news of him at 105,  
 Bangor-street, Bootle, near Liverpool.

This Branch has removed to 133, Derby-road,  
 Bootle, Liverpool.

**DUNDALK BRANCH.**

Secretaries giving new cards to any members of  
 Dundalk, Drogheda, or Newry Branches will please  
 send for their correct number and Branch to THOS.  
 McKEVITT, Quay-street, Dundalk, Secretary.

**DUBLIN BRANCH.**

Branch Secretaries are requested to watch the  
 s.s. *Blackwater* and brigs *Xanthus* and *Aloy*, as  
 none but non-Union men are engaged in this  
 employ.

Stephen Sims, Nos. 1161 and 674, of this Branch,  
 has been expelled for going in on the Fishermen's  
 Strike.—MICHAEL BOLGER, Secretary.

**DUNDEE BRANCH.**

Subscription Sale in aid of the Banner Fund of  
 the above Union. Over 50 Prizes. Tickets 3d. each,  
 to be had from all Branch Secretaries. Drawing  
 to take place on Saturday, June 27, 1891, in Mariners'  
 Hall, Candle-lane. The winning numbers will be  
 advertised in SEAFARING, also in local papers, the  
 following week.—C. W. MILLAR, Secretary.

**GARSTON DISPUTE.**

All sailors and firemen are requested to keep  
 away from Garston pending a settlement of the  
 present struggle.—WM. NICHOLSON, District Sec.

**LIVERPOOL (Tugboat) BRANCH.**  
 All Tugmen are desired to keep away from  
 Liverpool during dispute with Liverpool tug-  
 owners. Union Sailors and Firemen keep this in  
 mind.—SAMUEL G. BROWN, Secretary.

**MIDDLESBRO' BRANCH.**

At the general meeting of this Branch, held  
 Feb. 3, 1891, it was decided that all members of  
 this Branch be allowed until June 30, 1891, to pay  
 the Strike Levy, and that if not paid by the end  
 of June, that it be entered as contributions against  
 them.—GEO. CATHEY, Secretary.

**PETERHEAD BRANCH.**

The s.s. *Hope*, of Peterhead, has been proclaimed  
 a blackleg vessel.

Members who intend going to Greenland or  
 Davis Straits on board any other vessel of this  
 port will please communicate with their secretary,  
 otherwise they will get no strike pay. Members  
 please note that fines will now be exacted.—T. D.  
 RENNIE, Secretary.

**ROTHERHITHE BRANCH.**

Members of the Deptford Branch are requested  
 to pay up their entrance fees and contributions at  
 once, also the 10s. levy. Any member not comply-  
 ing with this notice will be fined accordingly.—C.  
 WYKES, Secretary.

**SOUTH SHIELDS BRANCH.**

Branch Secretaries are requested not to pay any  
 Shipwreck Claims for this Branch without writing  
 or telegraphing to D. CLEMENT, Secretary.

**UNION MEN PLEASE HELP THE**  
**DUNDALK, DROGHEDA, AND NEWRY BANNER**  
**FUND.**

In aid of a Fund to provide a Banner for these  
 Branches, on Monday, March 23, the following  
 prizes will be drawn for:—1st prize, Silk Worked  
 Picture (by a member), worth £4; 2nd prize,  
 Silver Medal (enamelled); 3rd prize, Silver Medal  
 (plain). Tickets, 6d. each, may be had from the  
 Secretary, Mr. McKEVITT, or at SEAFARING Office.  
 The winning numbers will be advertised in SEAFARING  
 after the draw, and winners can, if they  
 choose, have the value of the prize they win in  
 money.—THOS. McKEVITT, Secretary.

**THE BEST HOUSE FOR**  
**SAILORS' & FIREMEN'S BOOTS & SHOES**  
 IS

**S. VINICOMBE'S,**  
 11 & 23, VICTORIA DOCK RD., E.  
 ESTABLISHED 1867.

**FEDERATION of LABOUR.**

**ALL SKILLED AND UNSKILLED**  
**LABOURERS**

ARE REQUESTED TO  
**KEEP AWAY**

FROM  
**SOUTH WALES**  
 (ESPECIALLY CARDIFF)

OWING TO  
**GENERAL STRIKE**

OF SEAMEN AND DOCK LABOURERS.

By Order of Strike Committee.  
 Feb. 6, 1891.

Communications arriving so late  
 as Thursday cannot be guaranteed  
 insertion.

**Seafaring.**  
 SATURDAY, MARCH 7, 1891.

**PEACE OR WAR?**

Are the members of the Sailors' and  
 Firemen's Union prepared for a general  
 strike at the various ports, rather than  
 renounce their Union for the Shipowners'  
 Federation? Such is the question which

has been forced to the front by the aggressive action of the Shipowners' Federation in attempting to exterminate all genuine Labour combinations. A very important question it is indeed, and there cannot be much doubt that the general reply will be in the affirmative—that the Union is prepared for a general fight. But whether a general fight is at present wise is quite another question, and a question that will not be so readily answered. As it is a question for the members alone, the members themselves will have to decide it, and in arriving at their decision they will doubtless remember how serious and responsible is their decision. Many of them may go to sea, and thus escape any of the actual hardships and sacrifices which strikes generally entail. But these members should give the same decision as if they were to remain and do the actual fighting themselves. Strikes, like any other form of war, ought to be avoided when possible. It is only when the consequences of peace are likely to be more disastrous than the consequences of war, that war or strikes are justifiable. The question therefore that the Union men have to consider is, whether the present disputes or a general strike is the more likely to be injurious? If they had to choose between peace and war, the question would be much simpler. But the present situation is not one of peace; it is one of local wars—local strikes. These strikes have already lasted for some time. The policy of confining them to as few ports as possible has been tried. The question now is, shall that policy be continued or shall we have a general strike of sailors and firemen against the Federation ticket at the numerous ports where the Union has Branches?

A general strike of that kind is, of course, a very extreme and serious step, and one that must not be taken without the most careful consideration of all the circumstances. How far are the shipowners prepared for it, and what assistance can we count upon? These are among the questions to be duly weighed before the matter is decided. A short, sharp struggle is what people who have to fight generally prefer to prolonged fighting on a milder scale. But is it probable that the struggle would be short as well as sharp? The answer to this must depend upon information which it would be imprudent to discuss in the columns of a paper read by others besides Union men. But all the information necessary to enable them to form a wise and careful decision will no doubt be freely afforded Union men by their regular officials. In leaving the matter for the members themselves to decide, the General Secretary has relieved himself and the other officials of the responsibility of the decision, therefore nobody will be able to say that the members were ordered to strike whether they liked to strike or not. Moreover, if the members do decide upon a general strike, the Shipowners' Federation will be solely to blame for goading the men into it by attempting to exterminate the Union. The shipowners who are thus acting seem to forget that, young and comparatively weak as the Seamen's Union then was, it proved victorious at many if not all places in the last general strike, and that the approval of the attitude of the Seamen's Union, unanimously expressed at the conference on Tuesday at Cardiff by so many delegates from important Unions, clearly proves that the seamen will not stand alone in the struggle, and the fight will be fiercer than any yet seen.

The Federationists, who are "spoiling for a fight," thus stand a remarkably good chance of getting more than enough fighting before they have done. The marvel is that business men should allow such firebrands to dislocate trade and involve the whole country in turmoil. British business men have not been wont to be thus foolishly led, and it may well be that in the thick of the fight their common sense will assert itself, and they will abandon the Shipowners' Federation to its insane crusade.

## NAUTICAL NEWS.

A PURSE of 125 guineas has been subscribed in Melbourne for presentation to Captain Jorgensen, who recently sailed from London to Melbourne in his patent lifeboat *Storm King*.

CAPT. ANDERSON, of the ship *Amphitrite*, has been fined at Limerick £50 for having, after collision with a French fishing smack off the Isle of Wight, failed to stand by and render assistance. The smack is supposed to have been lost with all hands.

THE White Star steamer *Celtic*, Captain Nicol, from New York, reported that on Wednesday last week, a fireman named George Abbot, of Liverpool, was instantly killed in the stokehole owing to about seven tons of coal falling on him while working at the coal near the bunker. His body was buried at sea next day.

At the Birkenhead Police Court, Had Yoosef, an Arab fireman, employed on the steamer *Thorn-dale*, was charged with unlawfully wounding Wurema Annery, another Arab fireman, by stabbing him with a knife. The prisoner, who stated through an interpreter that the other man tried to strike him first, was remanded.

It is proposed to form a marine officers' club in Leith. It is considered that such an institution would be of great importance in these troublesome times, and would lead to a better and more sociable understanding between employer and employed. The institution, which is to be known as The Mercantile Marine Officers' Club, would have no connection with any other association.

At the instigation of the Board of Trade, Chas. Farrar, master of the steam trawler *Premier*, of North Shields, was, at Kirkwall, Orkney, fined £10, with £3 modified expenses, for trawling in Deersound on Dec. 7 last without lights, and for not exhibiting lights when the trawl was up and under weigh. The accused pleaded guilty. Farrar was fined £20 last month for trawling within the limit at the same time.

THE Liverpool ship *British Isles* has arrived at San Francisco in charge of the chief officer, who cabled to the owners that the captain of the ship had died, and was buried at sea on Feb. 14. The name of the master was G. H. M. Southcott, and he belonged to London. The *British Isles* originally sailed from Liverpool to Melbourne, but at the time of Captain Southcott's death she was bound from Newcastle (N.S.W.) to San Francisco.

In the House of Commons Mr. T. Lewis asked the President of the Board of Trade whether the Government had yet decided as to the removal of the Platters Rocks at Holyhead Harbour, which, according to the answer given last spring, was then under consideration. Sir M. Hicks-Beach, in reply, said: The matter is still under the consideration of Her Majesty's Government, but there are considerable difficulties in the way which have not yet been overcome.

THE British barque *Notero* was wrecked as far back as August last year, and the crew only succeeded in reaching New Zealand a month ago, so that they were practically prisoners on the island for four months. The *Notero*, a barque of 430 tons register, was going to Auckland from Howland Island. The vessel was leaving the island in August last, when she struck a reef about a mile from the shore. This reef was said to be previously unknown, and on it the vessel became a wreck. The crew were all saved and reached the island, where they had to remain for four months before any ships touched there. They were naturally delighted at being taken off the island after their long detention, and reached Auckland on Jan. 29, over five months after they were shipwrecked.

## SAILORS' AND FIREMEN'S UNION.

(From Special Correspondents.)

### LONDON DISTRICT.

The *Leader*, a Manchester paper, contains a cartoon representing Mr. J. H. Wilson nailing to the mast a flag labelled "No surrender; Seamen's and Firemen's Union." In some verses in the same paper are the following lines:—

Now Wilson climbs the towering mast  
Amid his messmates' cheers,  
He tears Free Labour's flag away,  
That flag of cravens' fears;  
The sailors' "Union" Jack he nails—  
A sign to each pretender,  
That now the fight has well begun,  
Our motto's "No surrender."

At a meeting of the *Thanemore* Relief Fund Committee, held on the evening of Mar. 4, it was resolved that a special meeting of all the committee men should attend at the Wade's Arms, Poplar, on this (Saturday) evening, the 7th inst., to arrange matters in connection with the benefit to take place on Mar. 13 at the Paragon. Branch secretaries of the London District to advise committee men of the same. The secretary to the *Thanemore* Relief Fund Committee writes:—Please acknowledge the following collected by Bro. Westoby, Green's Home, on account of fund, 18s. 6d. In your last week's issue you have made a slight mistake. You have the following:—Mr. Samuel Plimsoll £10; Mr. Pomfret Pomfret, M.P., £10. It should be thus:—Mr. Samuel Plimsoll, Mr. Pomfret Pomfret, M.P., £10.

The Tidal Basin Branch held its usual weekly meeting on Feb. 27, vice-president Bro. A. McAllister in the chair. The new members being admitted, and the minutes and financial statements accepted, it was unanimously resolved to confirm the Executive Council minutes, which were read, and the meeting expressed an opinion that they had worked hard and done their duty. It was proposed and seconded that we empower the secretary to pay the rent due for the use of the telephone, viz., £15. This was put to the meeting and carried. Other business kept the meeting open till 10.30, at which time it closed with the usual vote of thanks. Members enrolled during the week, 33. Letters lying here for the following members: P. Bardin, F. Ryan, J. Green, J. Aspell, P. Farr, F. Smith, M. Leonard, C. Wilson, W. Woods, J. Cleary.

The funeral of the late Bro. A. Ferguson, member of the Glasgow Branch, took place last Sunday, March 1, with Union honours. Bro. Ferguson had been missing since last Dec., and on Thursday, the 26th Feb., his body was found in the Albert Dock. It is supposed he fell in while going on board the s.s. *Grecian*, which boat he was working on. The funeral procession started from 45, Adamson-road, Custom House, the residence of the deceased, attended by the following societies, with the Union bands, banners and regalias:—Tidal Basin Branch, N.A.S. & F. Union; Coalporters, Winchmen, Inland and Seaborne Coalporters, followed by the Old Fellows, Engine Drivers, Crane Drivers, and Boiler Attendants, and also the Dock Labourers (three Branches), Stevedores (two Branches), Enginemen and Hammermen's Protection Society, and two Branches of the Gas Workers' Union. Owing to the respect paid to the late Bro., and the fine weather, some thousands of people witnessed the procession. Arriving at the cemetery the coffin, covered with the Union flag, was borne to the grave by four members of the Tidal Basin Branch. The funeral arrangements were well carried out by the secretary, Mr. F. Fowler.

### LIVERPOOL BRANCHES.

At the meeting of No. 1 Branch in the Malakoff Hall, March 2, Mr. A. Duncan in the chair, the minutes and financial statement and correspondence having been passed, it was then proposed by Mr. A. J. Candler, and seconded by Bro. S. Andrews, that Bro. Thomas Baines, a member whose case lies in the hands of the solicitor, receive board from day to day until his case comes off. A resolution was received from Bro. J. Hewson by letter, respecting that the delegates should wear their badge on their hats instead of under their coats. After a somewhat lengthy debate, it was proposed by Bro. James Logan, seconded by Bro. Martin, that the resolution be tabled till next meeting, and the meeting adjourned.

At the meeting of the Tugboat and Ferryboatmen's Branch, Feb. 25, Mr. Thos. Robinson in the



chair, the correspondence and financial statement were passed. With reference to Bro. Fiswick, one of the *Sarah Jolliffe* crew, who had paid his rail fare from Hull to Liverpool, having left his boat with the other men, the question was brought before the meeting whether his fare should be paid by the Branch. The subject having been discussed, it was proposed by Bro. Thos. Fernandez, seconded by Bro. J. Hadwin, that his fare should be paid by the Branch considering he had come out with others of the crew. It was then moved by Bro. S. Cronin, seconded by Bro. J. Hayes, that the two remaining of the crew of same tug who did not come out with the others should pay their own expenses. It was proposed by Bro. S. Cronin that we have 8,000 handbills struck off similar to the last; seconded by Bro. F. Bresnig, and carried. It was proposed by Bro. O. Hevy, and seconded by Bro. D. Jones, that it being considered desirable that on account of Captain Boscoe being obliged to stay in Birkenhead, another delegate, viz., Henry Smith, be appointed for Liverpool during the present lock-out; Bro. O. O'Brien was proposed by Captain Butler, seconded by Bro. J. Woods; Bro. C. Cronin was proposed by Bro. Clement, seconded by Bro. R. Jennings; Bro. S. Matthews was proposed by Bro. Hugh Evans, seconded by Bro. S. Evans. On the vote being taken, the result was as follows:—S. Matthews, 27; H. Smith, 44; C. Cronin, 42; C. O'Brien, 1. Bro. H. Smith was then duly elected. It was then unanimously agreed that if any members of this Branch were caught scabbing their names should be posted up.

On March 2, at Dale-street, a claim was made by Wm. James Clare, late mate of the steam tug *Blackcock*, for 12s. balance of wages due, and also for 35s. a week's wages in lieu of notice. The claim was supported by Mr. Tetlow, solicitor, Mr. Taylor, barrister, appearing for the defendant, W. B. Hill, owner of the tug. Mr. Tetlow's statement was that the complainant had been engaged on the tug for several years. On Feb. 19 last he with others signed a new agreement, of which doubtless the bench had heard, providing that the crew were to give a week's notice before leaving their employ. The following day the men were told by the captain that the tug was going to Madeira, but they declined to sail. In doing this Mr. Tetlow contended the complainant and the others of the crew were justified, because in sending the vessel on a long trip the owner placed himself in a position in which he could not carry out the agreement to give or accept a week's notice. The crew, in fact, would have had to be shipped on foreign articles. They gave a week's notice, but were prevented from working it out. For the defendant it was pointed out that the 12s. claimed was "good conduct" money and a gratuity; whilst with regard to the agreement signed on Feb. 19, as the complainant had never worked under it he could not make a claim for wages in lieu of notice. The Bench ordered the payment of £2 7s and £2 costs.

The Bootle Branch held their usual weekly meeting on Tuesday last, the 3rd inst., Mr. Matt. Murphy in the chair. There was a good attendance, several members from other Branches being present. The usual routine was first gone through, and then the case of a member who is sick and destitute was discussed. Mr. Fitzsimmonds said he thought the member should get some little help, as he had always upheld the Union, and had done his best for it, so he proposed that the member get £1 out of a fund belonging to the Branch kept for these purposes. This was seconded by Mr. Monaghan and carried. The chairman then commented on the action of the Shipping Federation in Cardiff, and said he thought that they were not acting in a just or honest manner by wanting men to take the Federation ticket. They had always declared that they were only acting to protect their own interests, but, as far as he could see, they were trying all they could to break the Union up; but he did not think they would succeed, for the simple reason that men could see that by joining the Federation they would put themselves in the power of the shipowners, and they had experienced what that meant in days gone by. It was a pity they could get men to help them, but he did not call those blacklegs "men," because they were not. Was it just or right to put the jail-birds and public-house brass-poli-herers in the place of working men? Why they did not know how to do a day's work, and yet the Shipping Federation were using them as tools to take the bread out of the mouths of women and children and honest men. And this was justice? God save us from such justice. He could see plainly that if men did not help each other by means of combination they would have a hard time of it, and if this struggle was to come to an end in favour of the shipowners, he declared it would be but a barren victory at most, as the men in a few months would be prepared to fight the same battle over again, and great as the Federation was supposed to be, it could not possibly stand

such repeated losses as this Union had the means of forcing on it. In fact, he had been assured that many of the shipowners connected with it were now on their last legs, and in all probability we shall soon hear of some of them being in the Bankruptcy Court. And serve them right, too. They wanted to get men under their thumb again, and if they once did this, down would come the wages again and men would be in a worse position than before, so that it behoved every man to put his shoulder to the wheel and firmly resist this combination of capital. After a hearty vote of thanks to the chairman, the meeting adjourned.

#### BIRKENHEAD BRANCH.

At the weekly meeting, Feb. 25, Mr. John Griffiths chairman, the minutes, correspondence, and financial statement were accepted. The minutes of the Executive Council meeting, held the first week in January, were read, after which a considerable discussion ensued respecting various resolutions passed at that meeting. After an able address from the secretary respecting the proposed Royal Commission on the conditions of labour, it was decided to make prominent the posters from head office respecting the struggles now pending in the Cardiff and London districts. After various other items had been gone through the meeting adjourned.

At the Liverpool Police Court, Feb. 17, before Colonel Morrison and Mr. Isaac Morris, a boarding-house keeper named Joseph Wilson was summoned by Thomas Collins, an able seaman, for a balance of money due to him for an advance note. Mr. Tetlow, for the applicant, stated that he stayed at the defendant's house, 54, Nelson-street, and was supplied with food or articles much below the value of £4, the amount on the advance note which was tendered and cashed. Mr. Neale, for the defendant, said that the complainant stayed six days in the house, and that £1 was paid on his account to a person in Birkenhead. As a matter of fact the bill amounted to 3s. 7d. above the amount paid. The Bench ordered the defendant to pay Collins £1, and he was fined 5s. and costs.

#### GLASGOW BRANCH.

At the usual meeting, held in the Typographical Hall, Maxwell-street, Bro. A. McGregor in the chair, the minutes of the previous meeting being unanimously adopted, the committee minutes were read and adopted. Comments being made on several items, more particularly the application made by Bro. P. O'Connor, who was severely burned in the s.s. *Calliope*, then lying in Newport, for the loan of £2 to assist him until he got better. This was unanimously granted on the motion of Bro. Wilson and Barrett, who at the same time suggested that some token be given Bro. Connor for the gallantry displayed by him on that occasion. The minutes were thereafter adopted. Minutes of a special meeting of Scotch secretaries were next submitted, and after comments were unanimously adopted, the number of votes being 118, Bro. Walker moving, Bro. McGurn seconding. The financial statement for the week was then read and unanimously accepted. Correspondence was read from the head office re Cardiff strike, also from Bro. W. Ross, asking for a loan of £3 to assist him, Ross promising to refund the amount in four months. Bro. Croke moved, and Bro. Rafferty seconded, that the amount be granted subject to the conditions mentioned by the member. This was carried unanimously. A complaint lodged by J. Ingram, outside delegate, against Bros. McLaughlin, Darroch, Murray and Malta Frank, came on for hearing, but owing to the non-appearance of defenders, the case was deferred till next meeting, the members to be summoned to attend. Bro. Wilson moved, and Bro. McGurn seconded, that the members about to be elected as visiting and relief committee do not receive anything of the amount granted for the relief of distressed members, this being carried unanimously. The secretary spoke on the advisability of allowing the 10s. levy, and the extra benefit accruing therefrom. Bro. Barrett moved, and Bro. Boyle seconded, that the members of the Glasgow Branch pay the 10s. levy. As an amendment Bro. McGurn moved, and Bro. Wilson seconded, that the minute of a former meeting be adhered to. For the amendment 102 voted, for the motion 2. The election of the relief committee was next proceeded with, and was as follows:—D. Kelt, proposed by R. Croke, seconded by McPhail; J. Roderick, proposed by J. Cameron, seconded by J. Malcolm; J. Wilson, proposed by P. Connor, seconded by D. Murray; A. Boyle, proposed by J. Docherty, seconded by J. Smith; E. Flaherty, proposed by J. Rafferty, seconded by J. Hill. It was unanimously agreed that these members, with the secretary, be accepted. Bro. J. Smith then brought up the question of allowing John Anderson, boarding-house master, to be admitted a member of our Union. After a deal of

discussion, Bro. McElhiney moved, and Bro. Devine seconded, that a former meeting's minute be adhered to, not allowing him to become a member, his past actions towards our body not being approved of. Bro. J. Smith, as an amendment, moved, and Bro. J. Phillips seconded, that the former minute be rescinded, and that he be admitted a member. Voting, for the amendment 18; for the motion 59. Bro. A. McGregor, one of our Trade Council representatives, then resigned his position, which was accepted, and Bro. J. Roderick unanimously elected, on the motion of Bro. Hill, seconded by Bro. Barrett. Bro. E. Flaherty then moved, and Bro. Barrett seconded, that the relief committee elected use their own discretion in relieving distressed members. This finishing the business, the meeting closed.

#### PORT GLASGOW BRANCH.

At the usual meeting of this Branch held on Feb. 24, Mr. John M'Arthur in the chair, the usual routine business, which was unimportant, having been got through, Mr. M'Naught, the secretary, informed the members that the action in which Bro. M'Arthur was pursuer had been compromised. After stating the case at full length the members expressed their satisfaction at the result, and proffered to Bro. M'Arthur their congratulations on the favourable conclusion of his case. Bro. M'Arthur warmly thanked the Branch for the kind interest the members had all along taken in the matter, and impressed upon them the desirability of remaining true to the Union, pointing to the fact that had he not been a member of the Union his loss financially to-day would have been very serious indeed. The following is the case referred to: Feb. 27, 1891. Before Lord Stormonth-Darling. Court of Session, Edinburgh. John M'Arthur, fireman, 4, Wood-lane, Port Glasgow, here sued Alley and M'Lennan, engineers, Sentinel Works, Polmadie, near Glasgow, for payment of £250 damages for personal injuries. On 20th May last the pursuer, who was in the employment of the defenders, was assisting in testing the engines which the firm had supplied to the steam yacht *White Heather*, which was lying in the harbour at Port Glasgow. Before the trial had commenced an explosion took place, and the star-board side of the casing between the high-pressure and intermediate cylinders of the engines was blown out. The pursuer was badly scalded and cut, and received a severe shock. He averred that the casing burst in consequence of its insufficiency for the pressure it was intended to withstand. The action has been settled, the pursuer having accepted payment of £120, and costs.

#### GREENOCK BRANCH.

The usual business meeting was held on Tuesday, the 3rd inst., Mr. James Kane in the chair, and there was a large attendance of members. The minutes, financial statement, and the delegates' report having been duly approved, correspondence was read and favourably commented upon. The meeting was remarkable for the large number of complaints made and disposed of. The most important matter in this respect was the case of the ship *Centurion*, about to proceed to Cardiff by the "run." It was alleged that said "run" had been settled for by a member of the Branch on his own responsibility, and without the concurrence of the Branch, at a less sum than the usual rate. After a prolonged discussion it was ultimately agreed that such conduct was deserving of the severest condemnation, and the men having intimated their determination not to accept the terms all members were warned against being parties in the future to any attempted reduction in the rates for "runs." The other complaints were of minor importance, and were adjusted amicably. The secretary submitted the minutes of the recent meeting of Scottish secretaries held in Glasgow last week. These minutes contained important resolutions and recommendations which necessitated a considerable amount of discussion, after which the meeting unanimously gave its approval for their transmission to head-quarters. Shipping here is showing improvement during the last week or two.

#### LEITH BRANCH.

On Feb. 17 the usual meeting was held, when Bro. Pratt, chairman, presided. The routine business having been transacted, some discussion took place, and Captain Bavidge (organising secretary Officers' Union) addressed the meeting. The members re-assembled on Tuesday, Feb. 24, when the vice-chairman presided over a large attendance. The minutes, financial report and correspondence having been read and adopted, some discussion took place regarding the proposed convention of secretaries at Glasgow, but it was agreed not to entertain the proposal contained in the circular. The Executive minutes were read by the secretary, several unimportant matters being passed

over without comment. Some criticism was given regarding the Executive Council's visit to Cardiff and other business. A special meeting was held on Thursday, Feb. 26, the vice-chairman again presiding, when a long discussion took place on the present crisis. The ultimate outcome was that a deputation was appointed to visit Mr. Wilson and report his decision. We hope to be able to give a better report next week as trade is at present very slack.

#### MIDDLESBROUGH BRANCH.

At the general meeting, March 2, Mr. J. Mucklow in the chair, a member made the proposition that the dinners of delegates to the Trades Council should be paid for out of the funds. It was moved by Bro. Lynas, seconded by Bro. T. Gill, that they be paid for, and the minutes were confirmed. The invoice for stationery from the head office was read, and the payment of the bill was ordered. Two members complained they had lost their ship through Federation men, four other members asked for strike pay as they had to be brought out of the *s.s. Darenty* through the Federation men. Moved by Bro. H. Turk, seconded by Bro. T. A. Anderson, that they receive strike pay; carried. It was resolved that the members on strike pay do picket duty.

#### WEST HARTLEPOOL BRANCH.

At a special meeting held Mar. 3, a committee was elected to wait upon the shipowners of this port to ascertain their views on the Federation ticket, whether they intend to insist on our members taking the ticket or not. It was also decided to hold meetings every night in order to get the opinion of the members with reference to a general block, in case it should be their intention to coerce our members to take the convict badge. It being the practice in this port recently to take vessels by the run to other places where scabs are more easily obtained, it was moved by Bro. Collins, seconded by Bro. Bottoms, that T. Lorraine, of the National Labour Union, be asked to refuse his services in such cases. Carried unanimously.

#### SUNDERLAND BRANCH.

At the usual weekly meeting at the Dog and Pheasant, Coronation-street, Mr. J. W. Priest in the chair, there was a good attendance of members. The secretary then read a letter from a member at Port Said, also letters from London and Scotland. He said that shipping was very dull in this part of the country at present, there being a great amount of ships laid up at the present time, but by these ships being laid up and the disputes at present going on, he anticipated a rush in the near future. It was evident that owners did not like the idea of the bills circulated by the Union being placed so near to theirs. The secretary then spoke on several questions, saying that Mr. Furness had most certainly fulfilled his promises, and was working hard to bring about a settlement between the shipowners and the seamen. He was afraid that a good many shipowners who were respectable had been misled by the Federation, having to take part in employing the low scoundrels they have been doing.

#### NORTH SHIELDS BRANCH.

At the usual weekly meeting the minutes were read and approved; the president in the chair. Members were fined for losing their vessel in Blyth, raising the vessel, the *s.s. Hector*, some delay, also to go to sea two hands short. This kind of business is thoroughly disapproved of by good Union members, as the owners are watching for every chance to have an excuse to employ free labour. It was said by a member that when the owners get all free labour the vessels will never be coming into collision. No man would be required at the wheel or look-out. Everything would be a heaven on water. The secretary said that to-day the press says that the very heart is knocked out of seamen's legislation for the year. This means a lot to seamen of the present day, as it is on legislation that the seaman is depending, as seamen cannot be at home always to take part in political work. Still, we have a better chance now to record our vote than we had. The days of sail, steam, and mechanical appliances, has nearly brought the seamen of the present day on a level with other working men. Seamen now have chances of improving their education free, as may not be generally known among the seamen of the North of England. I refer to the Marine School, Ocean-road, South Shields. That noble institute, which has its doors open to any man that can work the first four rules of arithmetic, whether he be foreign or otherwise. Take this, your only chance of free education. Build up the moral character of the man by enlightenment. Do not stand idly by and see your brother

grovelling in the dust, but try to show him that there is still a higher standard to attain. Watch because competition is becoming keen, the workman will have to keep up to the standard of other nations. If they take away our trade it is no fault of theirs. It is ours. We are going to sleep and crying in our dreams "Britons never shall be slaves." But while we are continually sighing this sigh other nations are up and doing. The very masters that are continually trying to denounce the foreigner are the men that engage them in a lower sphere of life, perhaps to gain their own ends for the time, never thinking that he is manufacturing competition against themselves. But this same man has his eye to business. He is already the master of two languages, which makes him preferable to the very master that engaged him some time ago. It is time the standard of education for British officers was raised, not forgetting the standard of wages.

#### GRANGEMOUTH BRANCH.

To the editor of SEAFARING.—Dear Sir,—With your kind permission, we the sailors and firemen of the *s.s. Danehill*, wish, through your valued paper, to thank the secretary and treasurer of the Grangemouth Branch of the Union for their great kindness and courtesy shown to us on the night we were thrown ashore here by the burning of our ship. Both the secretary and treasurer did all in their power to assist us in finding us lodgings and a good breakfast, and the secretary held himself responsible for our welfare until such time as we could get ourselves squared, so we hope that such of our Union brethren as happen to go to Grangemouth will not forget to call on the secretary or treasurer, where I am sure they will receive nothing but kindness and civility, for I am sure that they will be treated as friends to the Union, which Mr. Cowie, secretary, and Mr. Harvey, treasurer, have proved themselves to be in our case.—Signed on behalf of the crew of the *s.s. Danehill*—FINNEY.—Grangemouth, Feb. 25, 1891.

#### PETERHEAD BRANCH.

Our monthly meeting was held on Tuesday, when 45 were present. This meeting was most enthusiastic, everyone seemed pleased with himself. The respect which the men who backed out of the *s.s. Hope* and *s.s. Eclipse* have been shown has lightened their case. Undoubtedly they are martyrs, and in a few years hence they will rejoice that they fought the battle for others who ran away. Of course all know that it's cowards who run away and live to fight another day. Yes; corner fighters or galley fighters, men who tell the boat-steerers to stand back; I am a harpooner and have £2 per month. Yes, and they should add leave 10s. per week after the second month to my wife to keep the house above her head, and look respectable on Sunday. Kenneth McKenzie and James Juil were fined 10s. each for working on board the *s.s. Eclipse* with non-Union men when Union men were out of employment. William Fraser was fined £3 because he was the first member who signed in Dundee in a "blackleg" whaler below wages. Two petty complaints were discussed, but ultimately were "thrown overboard." The emergency visit of the secretary to Glasgow was unanimously approved; so were the various motions which the Scotch secretary formulated. Ordinary seamen will now be enrolled at from 2s. 6d. to 10s., and have all the benefit of an A.B. A great number of seamen and firemen have been sent here. Three members having declined to sign the Federation card are added to our strike list, providing they were not three months in arrears when the lock-out took place. Most of these men have gone to the R. N. R. to do a few weeks' drill. This will give them a clear hand to ship, and also ease the strike pay. The most important piece of business was the consideration of the present crisis in the whaling trade. The members who declined the extraordinary offers of from £2 to £2 12s. 6d. per month and a chance of a voyage, will be either shipped or away from this by next meeting. In the name of common sense and justice, I cannot for the life of me see on what grounds any man could condescend to ask a man to go away from home leaving behind him, it may be, a wife and a family of 6 to 12 at 10s. to 12s. a week, with every possibility of returning as they did last year, in debt to the ship at the end of five months. It is worse than the game of "baccarat." Those who play at it can afford to lose, while 90 out of every 100 can hardly buy meal and potatoes or shoes for their family, and only keep life in by going in Union vessels after the Greenland ships come home. All our men here, only for this year, ask 2s. 6d. per man per month, with a little more per ton of oil, etc., and sail with Union seamen or Union firemen—every department being considered as separate, that is to say, if all the firemen be Union men they

can go with blackleg crews, and if all the seamen be Union men they can go with blackleg firemen. This arrangement does not fit, therefore it was unanimously agreed, for the fifth time, to stand out. Our men are congratulated on every side for their steadfastness in keeping their word of honour, and therefore stamping out starvation wages. It is surprising to hear the inhabitants, how ignorant they have been of the wages to Greenland. They never believed that our best men had only 10s. per week. They would now see why the seamen of Peterhead had to fight against speculators. Members will please read the advertisement of this Branch, as no one can apply for strike money who is refused employment on board the *s.s. Eclipse* or *s.s. Windward*, before consulting the local secretary, who will, give terms of the various resolutions *enent* that question. Federation tickets are now issued to the crew of the *s.s. Hope*, but I understand have not been accepted by some. These tickets are called here "Tickets of leave." Tickets by which they can "leave" their home and also leave 10s. per week to their families. The next meeting will be the 17th, as previously arranged, when the opinion of the members will be heard on the present condition of shipping, which, by the way, is better than at this date last year.

#### DUNDEE BRANCH.

At the usual weekly meeting, March 3, there was a full attendance. The first business was the electing of members of the committee in place of those resigned, who will be unable to attend the meetings. The following members were elected: Bros. James Jenkins, James Laird, and John Gunn. George Daglish, on the motion of Bro. Wilkie, seconded by Bro. E. Cartenge, was then accepted a new member as a trimmer. The minutes and income and expenditure were submitted and approved of. Correspondence was then read, amongst which was a letter from Mr. J. H. Wilson regarding the entrance fee of members belonging to the Enginemen's and Firemen's Union (a local Union) which caused some discussion, the letter being to the effect that we should allow a member of the said Union to join this Union at a nominal entrance fee, should he be able to prove he has not been at sea for the last two years. On the motion of Bro. Jas. Jenkins it was moved that the entrance fee be not reduced for members belonging to that Union, seconded by Bro. Jas. Davidson. Bro. A. Y. McDonald then moved that the secretary write to Mr. Wilson asking what the nominal entrance fee should be for members of the Enginemen's and Firemen's Union, seconded by Bro. James Petrie and carried. A letter from Bro. R. Fleming, a member of this Branch, was then read to the members. The letter went on to state that he had been unjustly dealt with by an official of the Union, and in consequence wished to sever all connection with the Union. After evidence having been given by two members who were present at the time when the alleged ill-treatment took place, it was unanimously agreed to accept his resignation. A circular was then read from head office, requesting that all moneys received weekly be remitted to head office at the end of each week, also that the money due the general fund, be sent whenever the statement of the amount due was sent from the head office. It was unanimously decided to comply with the request. Bro. J. Stevenson, a member who was in arrears, then applied to the members for leave to ship, so that he may be able to pay up his arrears. His request was unanimously granted. The meeting then terminated.

#### DUNDALK BRANCH.

At a general meeting of the above Branch, Feb. 26, Mr. Michael Green in the chair, after confirmation of minutes and financial statement and correspondence being read, Mr. E. Donnelly, I.O.S., addressed the meeting and was received with acclamation from the members. In a very able address on the Cardiff strike he pointed out to the members the necessity of them rendering all the assistance in their power to bring our brothers to victory, for if we were defeated in Cardiff it would be their own defeat. Victory at Cardiff largely depended on the financial help of others, and he was sure that they would not be behind their brothers in such hour of need, those that responded soon responded twice, and if the rest of the Union men did their duty he was sure the men of Cardiff were sure that victory would crown their labour. After a lengthy address Mr. Donnelly resumed his seat amongst cheers. Mr. Michael Rice then moved the following resolution, that after hearing the very able address from Mr. Donnelly, that we, the members of this Branch, return our best thanks to Mr. Donnelly, and hope that we will soon have the pleasure of having him amongst us again; seconded by Bro. J. Kelly, and carried with three



times three. The following resolution was then moved by Bro. J. Quinn, that we heartily confirm the resolution passed by our brothers in Drogheda to send £10 to Cardiff strike fund, and that we send also £50 to the head office to the general fund, and that if need be we send all in order to secure a victory; carried unanimously.

#### DUNGARVAN BRANCH.

At a general meeting of the Dungarvan Branch held Feb. 23, Bro. M. Kirby presiding, when the minutes, outlay and income were accepted. Business was opened by the secretary laying a balance-sheet on the table with particulars of the income and expenditure of the Branch since his appointment, which gave great satisfaction. The secretary said that he hoped to be in a position at all times to give a satisfactory account of the Branch affairs. A lively discussion ensued regarding the strike at Cardiff, the secretary calling their attention to the necessity of sending immediate aid to their Cardiff brothers to fight that clique of coercionists known as the Shipping Federation. A resolution was then proposed by Bro. J. McCarthy, and seconded by Bro. T. McCue, that we forward the sum of £10 through the general secretary to enable them to uphold the strike for freedom. The meeting then adjourned, giving three cheers for the men now on strike at Cardiff.

#### DUBLIN BRANCH.

At the usual weekly meeting, Bro. J. M. Maxwell in the chair, the minutes, financial account, and correspondence having been passed, the adjourned complaint of Bro. Kavanagh against Bro. Carroll for backing out of his ship at time of sailing was then heard. It was carried unanimously that Bro. Carroll be fined 10s., to be paid before contributions were received from him. Bro. Griffiths then laid his case before the meeting. He some weeks ago lost his passage in Belfast, and could not get his bag of clothes, and when he came into Dublin he wrote to the engineer, who replied that he sent the bag by the Dublin boat, but it would appear the bag has never turned up. So the secretary promised to visit the boat on her arrival in Dublin. The secretary then gave an account of the progress made regarding the 1s. a week levy on working members to assist our brothers now on strike in Cardiff and other ports. This was received with great cheering. There being no other business except some private, the chairman rose to address the meeting, being received with cheers. He very ably opened his speech with reference to the great labour war now raging in Cardiff and other ports, and the great and splendid victory that was now within our grasp in spite of all that Sir W. T. Lewis was talking about, and he hoped that when the elections came round that every working man would give his vote to the Labour candidate, and follow the good example laid down by our friends and brothers in far-off New Zealand. He would advise every man to stand firm in the ranks, and give their mite, in order to assist our general in his great undertaking, and we might feel sure of a splendid victory. (Cheers.)

#### DROGHEDA BRANCH.

At the general meeting, Feb. 27, Mr. J. Finnigan in the chair, after the minutes and financial statement being accepted, correspondence was read, amongst which was a letter relating to a member that required his fare paid to Belfast, on which arose a lengthy discussion, the secretary reading the rule relating to travelling relief, and explaining that that rule must be adhered to. Bro. P. Taffe moved that the discussion closes; seconded by Bro. T. Rowe, and carried. The following were duly accepted as members of this Branch:—Patrick Hand, in capacity as O.S., three years' service; John Levins, as O.S., two years; and Mat Cannedy, as O.S., one year's service; and also Thos. Owens and Jos. Williams as A.B.s. Bro. J. Mooney moved that this Branch confirms the resolution passed by Dundalk brothers in sending £50 to the head office to the general fund. It was also resolved that the secretary send to Mr. W. Nicholson, in Liverpool, Thos. Cunningham's fare back to this port, and that he also thank Mr. W. Nicholson, through SEAFARING, for the kind manner in which he receives members of this Branch when they call on him. The secretary explained the joint meeting of last Friday night between the committee of the N.U. Dock Labourers and our own committee, and the very cordial manner that they received them. He stated that they were prepared to work shoulder to shoulder together, and now that both Unions were together combined, they were sure to drive all the scabs from the banks of the Boyne. Non-Unionists not prepared to join the Union had better steer clear of these ports, for we are determined to have no Federation labour here; we had too much of it in the past.

#### SCANDINAVIAN DEPARTMENT.

A meeting was held by the members of the Gothenburg Branch of the A.S. & F.U. on Feb. 27. After the programme was gone through a committee was appointed to make a price list for overtime. After this Mr. Bruce moved a resolution that we should, by every possible means, try to obtain a weekly newspaper for the Scandinavian seafaring classes. In his opinion it would be the making of the Union in Scandinavia. Mr. Lindstrom, in seconding the motion, said that, perhaps, if we let our English brethren know what we want they will help us to get it. He said that if it was printed in the Danish language all three nations could read it, and he did not think we would make any great progress until we did get such a paper. [All reports sent us in Danish have been printed in Danish, and arrangements might be made to have an extra Danish edition of SEAFARING.]

#### SHIPS SPOKEN.

Adele Lubker, Penarth for Guaymas, Jan. 5, on the Line, 28 W.  
Agra, Norwegian ship, Brunswick to Rotterdam, Feb. 13, 32 N, 78 W.  
Aikshaw, Iquique to Cork, Dec. 27, 56 S, 65 W.  
Bremerhaven, British s, bound west, Feb. 28, 50 N, 19 W.  
Bertha, Norwegian three-masted schooner, steering east, all well, Feb. 23, 44 N, 30 W.  
British Ambassador, British ship, Iquique to Cork, Dec. 28, 50 S, 83 W.  
Bellenden, of Glasgow, Feb. 13, 35 N, 16 W.  
Bravo, Norwegian barque, Christiania for Mindoro Straits, Jan. 4, 9 S, 30 W.  
Carl Johann, of Stettin, steering WSW, Feb. 24, 49 N, 13 W.  
Clan Robertson, ship, steering SW, Feb. 23, 45 N, 19 W, all well.  
County of Roxburgh, four-masted ship, Feb. 20, off the Start, all well.  
Croma, s., of Newcastle, New York to Leith, Feb. 20, 50 N, 25 W.  
Dundale, Pisagua to Dunkirk, Dec. 4, 30 S, 86 W.  
Drumcraig, four-masted barque, London to San Francisco, all well, Jan. 21, 7 S, 33 W.  
Eudora, British ship, San Francisco to Cork 89 days, Nov. 9, 32 S, 47 W.  
Ednyfed, of London, Feb. 25, 49 N, 9 W.  
Fiji, Pisagua to Hamburg, Jan. 11, 27 S, 27 W.  
Fitzroy, of London, steering South, Feb. 25, off Scilly.  
Forfarshire, of Glasgow, Antwerp to Valparaiso, Feb. 17, 42 N, 15 W.  
Governor Ames, Dec. 5, 44 S, 52 W.  
Gwynedd, Iquique to Dunkirk, Nov. 26, 23 S, 80 W.  
Glenmark, barque, of Dundee, Iquique to Antwerp, off Scilly.  
Grecian, barque, for Calcutta, steering SW, Feb. 23, 45 N, 18 W, all well.  
Hinemoa, four-masted barque, London to Melbourne, Feb. 10, on the Line, 30 W.  
Humboldt, ship, Iquique to Hamburg, Nov. 14, 35 S, 89 W.  
Hamburg, s, steering SW, Feb. 23, 35 N, 14 W.  
Ivanhoe, barque, of Aberystwith, for North Wales, Feb. 27, off Plymouth.  
Isaac Reid, New York for Hong Kong, Jan. 4, 92 S, 35 W.  
Ironside, barque, of London, from Santos, steering SW, Feb. 5, 53 S, 64 W.  
Kelat, ship, London to Sydney, 30 days, Jan. 19, 13 S, 35 W.  
Leona, Cardiff to Genoa, Feb. 18, 36 N, 6 W.  
Lieutenant Maury, brigantine, steering North, Feb. 21, off Corvo Island (Azores), all well.  
Louise, barque, of Arendal, Jan. 26, 36 N, 51 W.  
Letterewe, Pisagua to United Kingdom, Dec. 11, 32 S, 87 W.  
Leona, of Genoa, Cardiff to Genoa, Feb. 18, 36 N, 6 W.  
Maiden City, Feb. 21, steering NW, 46 N, 7 W.  
Mangal re, London to Valparaiso 23 days, Jan. 22, 6 S, 32 W.  
Neck, Iquique to Hamburg, Dec. 4, 30 S, 86 W.  
Norna, Pisagua to Channel, Dec. 18, 57 S, 75 W.  
Nordsjernen, Norwegian barque, Feb. 11, 29 N, 19 W.  
Picton Castle, from Iquique, Nov. 26, 23 S, 80 W.  
Picton Castle, Iquique to Falmouth 39 days, Dec. 21, 55 S, 77 W.  
Quilpue, English barque, Jan. 18, 4 N, 27 W.  
Rajpoot, Iquique to Hamburg, Dec. 4, 32 S, 85 W.  
Saidt, ship, bound south, Jan. 4, 47 S, 64 W.  
Sabrina, barque, bound east, Feb. 7, 49 N, 31 W.  
Stalk of Auckland, Pisagua to Antwerp, 99 days, Feb. 3, 47 N, 20 W.  
Theodor, four-masted barque, steering SE, Jan. 19, 10 N, 30 W.

Tyrian, British steamer, New York to Kingston (J.), Feb. 12, 27 N, 74 W.  
Titanic, British steamer, steering SW, Feb. 24, 24 N, 21 W.  
Vanadis, for Rio, Feb. 20, 27 N, 20 W.  
William G. Davis, for San Francisco, Jan. 5, 44 S, 62 W.  
Zealandia, s, Feb. 13.  
Zulu, of London, Feb. 9, 45 N, 12 W.

#### SEAFARING DISASTERS.

Alert, s, of Hall, reported from Spurn Head aground Out Banks.  
Adele C.—A telegram from Cardiff states that the Italian barque Adele C, while docking, struck violently at entrance, damaging bows, etc.  
Black Adder, ship, and steamer Tom John Taylor, collided in the lower part of Gravesend Reach, former slight damage forward, latter damage to rails, rigging, and mizenmast carried away.  
Ballycotton, steamer, struck the steamer Drummond Castle, on the starboard quarter, off Gravesend; damage presumed slight, as both proceeded.  
Ben Macdui, s, and schooner Harriet were in collision in South Dock, Sunderland, on Saturday, and both received slight damage.  
Bedale, steamer, has been in collision with the Italian steamer Sicilia; stem broken, two plates fractured.  
British Queen, steamer, has arrived at New York with deck damages.  
Charlam, steam collier, drove athwart steamer Lord Rosebery below Gravesend. Charlam had port bow damaged; Lord Rosebery had stem and bows damaged.  
Courier and Wild Rose, steamers, have both docked at Liverpool for repairs after collision.  
Choice, barque, was being shifted from James Watt Dock, Greenock, when her tow rope gave way, and she drove against the quay wall, sustaining damage to stern.  
Camel, steamer, grounded on the Goodwin Sands.  
Dotterel, s, and St. Hubert, s, were in collision at Liverpool, former apparently undamaged, latter damage to starboard bow.  
Erith, s, drove athwart the bows of the Clan Monroe, s, which was anchored at the Nore, and sank; crew saved. The Clan Monroe had a hole knocked in her bow above water.  
France, steamer, has arrived at New York with considerable deck damages; second officer lost.  
Flamboro, s, collided off Woolwich with the barge Dollar, which sank. The Flamboro also collided with the pier at Woolwich Arsenal, doing considerable damage. No persons injured.  
Glengyle, s, when swinging to her anchor, caught the ground in the lower part of Gravesend Reach.  
Galatea, brigantine, has arrived at Gibraltar, damaged.  
Gladiolus, steamer, has put back to Cardiff, damaged, having been ashore at Lundy Island. Her forehold is full of water.  
Iris, s, in Penarth Roads with loss of one propeller and shaft broken.  
James Duncan, Danish schooner, has been towed into Harwich, damaged through collision.  
Kennard, United States barque, totally wrecked during a hurricane Feb. 13.  
Longhurst.—A telegram from Neufahrwasser states that the steamer Longhurst grounded on the bar and remains.  
Little Reaper, schooner, has been abandoned 15 miles S.W. of Smalls after collision.  
Lord Duffus, schooner, Dover, considerably damaged after collision with a steamer, name unknown.  
Lambton, s, London for north, has been assisted into Harwich with machinery disabled.  
Montgomery Castle, barque, at Ostend, damaged after collision.  
Merchant Prince, s, for Africa, in proceeding down the Mersey collided with the steamer Catalonia, for Boston. Both vessels damaged.  
Mercury.—It is reported from Harwich that the schooner Mercury, Grangemouth for Monte Video, has been wrecked on the Long Sand. Crew saved.  
Marianne Greaves, from Glasgow for St. John's (N.F.), is posted as missing.  
Nicholas, s, stranded during thick fog two miles east of Dunbar.  
Port Yarrow.—A telegram from Cuxhaven states that the barque Port Yarrow has gone ashore at Kratzsand, and remains.  
Raphael, Norwegian schooner, is ashore near Farsund.  
Spring, schooner, has been sunk in Sea Reach, River Thames, by Prodanos, s, from Sydney.

*Spain*.—A cablegram from New York states: *Spain*, s, for London, collided in the Narrows with an unknown schooner.

*Scamfell*.—German ship *Wilhelm* and British steamer *Scamfell* have been in collision at New York. Former lost bowsprit, etc.; latter is slightly damaged.

*Victoria*.—A telegram from Dunnet states that a steamer has gone ashore in Skarfskerry, Pentland Firth. No trace of crew. Vessel sunk in deep water. Name washed ashore, "Victoria."

*Zanzibar*, s, anchored at Hole Haven with bows damaged and fore compartment full of water.

## FISH SALTING.

By J. LAWRENCE-HAMILTON, M.R.C.S.

*Continued.*

### VARIOUS FISH—HOW SALTED.

Even for days after its death the skate exudes a viscid mucus which—anyhow at first—seems apparently increased by the addition of salt. Hence this fish, with its pungent ammonia-smelling flesh, instead of being salted is usually air dried.

The hake (*Merluccius vulgaris*) when salted is called sometimes "poor John," and at other times stock-fish.

In salting the alewife (a large herring, which leaves the sea to spawn in fresh water) some American firms add a little saltpetre, or nitrate of potash, to the common salt, or chloride of sodium.

Newfoundland salted cod-fish is often transported by French boats to Bordeaux, where it is violently brushed, washed, cleaned, re-salted, and dried. Frequently, before it reaches the consumer, it is exposed to many conditions favouring putrefaction.

In winter in northern Norway the nets, on being hauled in, would freeze stiff and hard, which their fishermen sometimes counteract by liberally sprinkling the nets with salt.

The Italians eat salted octopus and cuttle-fish. A favourite food in China is the previously gutted, sun-dried, salted trepang, or sea cucumber (*Holothuria edulis*).

In natural history a member of the sea cucumber family, the *Holothuria regalis*, is famous for lodging within its lowest part of the intestine a fish often six inches long, the *Fierasfer acus*, which leaves its host to feed on small crabs and other available material. This fish causes its host no inconvenience.

The ling (*Molva vulgaris*), a kind of cod-fish, takes salt specially well, and its salted roe is an excellent fish bait.

Dried and salted spotted dog-fish is often called "Folkestone beef."

The lamprey, a sucking fish and fish sucker, salted, cooked in vinegar and spices, put up in earthen jars, is used occasionally in France and Germany as a *hors d'œuvre*, or anti-prandial appetiser.

### SALTING HERRINGS.

Though treading herrings rids them of their scales, it necessarily bruises the fish, aiding, advancing, and accelerating putrefactive tendencies. Nevertheless, such salted, scaleless herrings fetch higher market prices. Salted herrings packed in pine-wood casks are alleged to acquire a specially delicate flavour, a practical process popular in Norway.

### PRACTICAL SURGERY.

Prior to salting, in cleaning herrings their scales are apt to get under the eyelids of the fish-curers, who skilfully remove

the fish-scales with the tongue from the eyes of their fellow-workmen, a practice by which also engine-drivers and stokers get out dust and cinders from the optics of others.

### SALTED FISH IN ANCIENT ROME.

The *garum* of the ancient Romans is said to have been made either from the fat or else the entrails of the mackerel. Salted or pickled, this high-priced condiment appears to have been then eaten acrid and partly putrefied, with a view to rouse the appetite and stimulate the digestion, before spices had come into general use.

The *Saltamentum sardicum* of the ancient Romans was salted tunny, the monster marine mackerel, with red or ham-coloured flesh of fine flavour.

The custom in ancient Rome of feeding their living fish in their park-ponds with salted fish was done with a view to improve the taste of their fish for banquets, a ridiculous error, which well illustrates and exhibits the exaggerated extravagance of the luxurious life of the later ancient Romans, just before the extinction of their empire.

## SARDINES IN OIL.

### DISTRIBUTION.

The pilchard or sardine (*Clupea pilchardus*) is alleged to be equally abundant in the British Channel, in the Mediterranean, and off the coasts of Portugal, but in trade almost any small oily fish of the herring family is included under the name of sardine. The sardine was apparently so named because of the frequency of its shoals round the Island of Sardinia.

The pilchard fisheries of the British Channel are capable of great extension. Shakespeare has remarked, "That fools are as like husbands as pilchards are to herrings—the husbands the bigger." Pilchards, when large, are frequently sold for herrings. The modern sardines must not be confused with the *Saltamentum Sardicum* of the ancient Romans, which was salted tunny, the monster marine mackerel with red, ham-coloured firm flesh of fine flavour.

The necessary industrial processes to efficiently and economically preserve fish in oil, though fully appreciated in Norway, France, and in the United States of America appear to be hardly known to the British fish owners.

### CLEANING.

On capture immediately cut off the heads of the fish so as to bleed before the blood clots; gut and clean thoroughly outside and inside with abundant fresh, clean sea-water.

### SALTING.

Inside and outside the fish, sprinkle clean, good salt. Then spread out the fish in layers, placed in pickle, brine, or salt, *Kench* curing consists of sprinkling salt in successive layers.

*Pickling* is immersion in salt solution.

When sufficiently salted, place the sardines in open baskets whose apertures allow the detached fish scales to pass out by the frequent abundant washing with clean sea-water.

Norwegian "sardines" are sometimes red from the use of inferior and dirty salt.

Place the fish on wire frames for further agitation and washing in clean flowing salt water, so as to disperse adherent fish scales and accidental impurities.

## WRITTEN ON THE OLD "KAPUNDA."

Haul our sheets down taut and true,  
Sweat your halyards up, my boys,  
Trim the yards my bully crew,  
Now she through the water flies.

All her royals trim are set,  
Set the jibs and stays 'la too,  
We shall make quick passage yet,  
See her boom the water through.

Strike eight bells, and all hands now  
On the mainsheet take a pull,  
Now she dips her noble bow,  
Every sail is ramping full.

Pully-haul, pully-haul,  
All the blessed day,  
Brace the yards up, square the yards in,  
Quick the mate does say.

Up your staysails, down your staysails,  
Loudly does he shout,  
Jib sheets over, coil your ropes up,  
See clear for about.

Curse the wind the skipper mutters,  
Looking black as Saul,  
Curse the wind, the mate repeateth;  
Curse it, echo all.

Dodging right around the compass,  
Sailors run about,  
It either breezes right ahead,  
Or else it dies right out.

\* Lost by collision off Brazil.

A TELEGRAM was received in Dundee Mar. 2, advising the arrival at St. John's (N.F.), of the sealing vessels *Polynia* on Mar. 1, and the *Equinox* on Mar. 2. Both vessels experienced very stormy weather on the passage across the Atlantic. Captain Gray reports that a heavy sea struck the *Polynia*, and killed John Skene, a cooper, belonging to Peterhead. All the vessels have now arrived at St. John's, and are busy preparing for the seal fishing, which opens on Mar. 10.

MR. CHARLES TAYLOR, mate of the *Rannoch*, s, was charged before the Liverpool Local Marine Board with misconduct and drunkenness. It was stated that when the vessel was about to leave Birkenhead on Feb. 5, the defendant, as well as most of the crew, was in a state of intoxication, and riggers had to be engaged to take the vessel out into the river, and next morning the defendant was taken ashore and discharged. Several witnesses were heard, but the Court was not satisfied with the evidence, and dismissed the charge.

THE "OCEAN KING" (s).—An inquiry was held by the Bremerhaven Marine Board into the stranding of the British steamer *Ocean King*, of London, near Spiekeroog, in the mouth of the Weser, on the evening of Jan. 24 last, while on a voyage from New Orleans to Bremerhaven with a cargo of corn, cotton, and tobacco. A portion of the crew deserted the steamer in the lifeboat the day after the stranding, against the orders of Captain Parry. The Court found that the stranding was owing to the fog and the heavy ice-drift. The accident might, perhaps, have been avoided if the captain had made more frequent soundings but he could not be blamed for that, as the ice offered almost insuperable difficulties.

REFUSING DUTY.—At Thames Police Court on Feb. 27, Thomas Byrne, 34, and Francis Shaw, 36, fireman on board the steamship *Carron Park*, were charged with refusing to obey the lawful commands of the captain, who said that on Feb. 23, while on the passage from St. Brene to Guernsey, the chief engineer ordered Byrne to turn to, and he refused. Witness then "logged" Byrne, and the latter made no reply after the charge was read over to him. Shaw also refused to go on watch. Byrne said their bunks were full up with water, in consequence of the neglect of the captain. Charles Thompson, chief engineer, said he ordered the defendants to turn to, and both refused. In consequence witness had to leave the engines and attend to the fires. Both the prisoners were the worse for drink. The captain, recalled, said Byrne on the voyage did not do half-an-hour's work, and in consequence the lives of those on board were imperilled. Byrne, in answer to the charge, denied that he had disobeyed any command given him, and he was "logged" without any cause. This was the first time he had been "logged" during the 16 years he had been a fireman. Byrne was sentenced to 21 days' hard labour, and to forfeit two days' pay. Shaw was sentenced to 14 days' hard labour, and two days' pay to be forfeited.



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## NOTICE TO BRANCH SECRETARIES.

### STRIKE AT YOUGHAL.

(PORT OF CORK.)

Secretaries are requested to note the names of the following vessels, the crews of which have struck for an increase of wages. The captains intend to form themselves into a crew in order to carry the vessels to English ports, where they will try to procure men:—Brigantines *Mary Hounsell*, *Nameless*, *Victor*, *Dei Gratia*, *Oleolius*, *Citizen*; schooners *Rob Roy*, *William S. Greene*, *Speedy*.

J. COLLINS,  
Secretary.

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**CARDIFF.**—Seamen's Institute, West Butte-street.  
**GLASGOW.**—James Bracken, 182, Broomielaw.  
**HULL.**—N. A. S. & F. Union Home, 13, Robinson-row, Dagger-lane.  
**Seamen's Union Home**, 43, Mytongate.  
**LEITH.**—Mrs. Scott, 1, Ronaldson's Wharf.  
**LONDON.**—N. A. S. & F. Boarding House, Mrs. Hicks, 13, Jeremiah-street, East India-road.  
**"Sleeps" Boarding House and Dining Rooms**, 672, Commercial-road, E.  
**PLYMOUTH.**—Mr. Stephens, 11, Bath-street.  
**SWANSEA.**—E. Dann, 3, Strand.

### TO CORRESPONDENTS.

Correspondents must write on one side of the paper only anything meant for publication, and address, not to 36-40, Whitefriars-street, but to 150, Minorities, London, E. All communications should be addressed to ARCHIBALD COWIE, SEAFARING Office, 150, Minorities, London, E., to whom all remittances must be made payable. (Post Office Orders at Minorities, London, E.) The Editor declines all responsibility for rejected manuscripts, although when stamps are enclosed he will endeavour to return such matter as he may be unable to use.

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